

Log Book <sup>(4)</sup>

E. W. Adams,  
July 3<sup>rd</sup> 1884.

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Journal of the Brig Eunice Hildes  
of Edgartown Mass

S. H. Marchant Master







June Tuesday the 3<sup>rd</sup> 1884  
 This Day Whaling Brig E. H. Adams  
 C. M. Merchant Master  
 Sail from Sagre Town at 7 Clock A.M.  
 for Whaling Regie  
 at 9 Clock A.M. the Carter left all of Brig  
 and Towed her by gay Cad at Sun Set  
 the no Mans Land Board N.E. from  
 the Ship 10 miles So ends this Day  
 Wind S.E. W

June Wednesday the 4<sup>th</sup> This Day very Light Wind  
 from Wester and pleasant Weather  
 onbind the Chives and regeup the Boats  
 So ends this Day Steering by the Wind  
 Lat 40.08 Long 71-30 P.M.

June Thursday the 5<sup>th</sup> the first Part of this Day Calm  
 the Later Part very light Wind from S.E.  
 and pleasant Weather Steering by the Wind  
 to the Wester So ends this Day  
 Lat 00.00 Long 00-

June Friday the 6<sup>th</sup> This Day very Light Wind  
 from Souther and thick Weather Sawil Sails  
 in Sight So ends this Day Steering by the Wind  
 Lat 39-31 Long 72-56

June Saturday the 7<sup>th</sup> all this Light Wind from  
 from N.E. W. and thick Weather  
 Steering South by the Wind So ends  
 this Day Lat 38-40 Long 72-27

June Sunday the 8<sup>th</sup> This Day Light Wind from Souther  
 and pleasant Weather So ends this Day Steering  
 by the Wind to the Wester  
 Lat 37-50 Long 72-53



2

June

Whales  
got one  
June 34 66

Monday the 9<sup>th</sup> this Day Light Wind from  
S.E. and pleasant weather at 2 clock P.M.  
San School 10 Whales Searched the Boats got  
one at 4 clock P.M. got the whale  
Lunge Sire so we got the Carting gear  
at ready for the next Day so ends this Day  
Lat 37-20 Long 73-50

June

Tuesday the 10<sup>th</sup> this first Part of Day  
Calm the later Part very Light  
Wind from S.E. and pleasant weather  
Carting the whale in at 11 clock  
A.M. all thrown at 5 clock P.M.  
commenced to Boil so ends this Day  
Lat 37-16 Long 73-56

June

Wednesday the 11<sup>th</sup> the first Part of this Day  
Calm the later Part Light Wind from  
S.E. and Squally we are lying  
so ends this Day the Captain is Sick  
Lat 37-12 Long 73-56

June

Thursday the 12<sup>th</sup> the first Part of this  
Day Calm the later Part Light Wind  
from Souther and Breezy weather  
so ends this Day all thrown byling  
Lat 37-27 Long 74-08

June

Friday the 13<sup>th</sup> all this Day Calm Staring  
the oil Down so ends this Day several  
Sails in sight one of the Men came  
to the Boat Lat 37-12 Long 73-55  
and said that the water was up to the Hockle  
flats so we start the Pumps and Pump  
2 hours before the Prisoner so ends this  
Day Lat 37-12 Long 73-55



3

June Saturday the 14<sup>th</sup> This Day began with Light wind  
 from N.E. and Squally and Life increasing at 10 Clock  
 A.M. we reefed the fore Top Sail at 11 A.M.  
 took in the fore Sail still the wind life increasing  
 and Large Sea running at Noon Ship at Sea  
 that kept the Mast Boat up of the Grains and  
 fifteen iron galleys may so came near Lussing -  
 the Mast Boat so we took every thing out the  
 Boats so at 1 Clock P.M. a Large Sea Broke in  
 our Port quarter and over the Starboard Boat in  
 on top the horse and snape every thing from  
 the Deck Lussing the Spel Boxes with all the Spels  
 and two copper Pumps Barring knives and other  
 small articles at 4 Clock P.M. close reefed  
 Top Sail and reefed the Main Stand Sail and still  
 kept the Main at Pumps Leaking 1600 hour  
 so ends this Day  
 Leat 00 Leaky 00

June Sunday the 15<sup>th</sup> all this first Part of day  
 Strong wind from N.E. and Large Sea  
 at the middle of Day the Sun came out  
 and bit and the wind begin to slip down  
 at Noon the Sea struck the Stern Boat  
 and Broke the Davy so we lost the Stern  
 Boat and all the oars and everything  
 that was lashed the Stern Davies so we  
 tried to save them but it was impossible  
 to get any thing so we kept the Main at Pumps  
 Upright and Day Leaking 15 to 1600 of water  
 hour so ends this Day  
 Leat 36 = 34 Leaky 73 = 08



June

Monday the 16<sup>th</sup> the first Part of this Day  
 fresh Wind from N.E. and pleasant weather  
 getting very warm so all went in poling  
 on Ship Duty repairing the Starboard Boat  
 and repairing the Barass and Dairies out  
 Sire with Staiges several Sails in Sight  
 Still before the Pampes got speaking the  
 Sun the last Part calm<sup>th</sup> Ship speaking  
 8 10 Strokes in 4 hours During the Calm  
 weather so ends this Day

Lat 37=00 Long 73=35

June

Tuesday the 17<sup>th</sup> this Day Light winds from  
 N.E. and pleasant weather Steering by the wind  
 so ends this Day and keep Pampers  
 every 4 hours During the Day and  
 every 2 hours During the Night  
 Lat 37=40 Long 72=35

June

Wednesday the 18<sup>th</sup> this Day very Light  
 wind from Easter and pleasant weather  
 Steering N.W.E. several Sails in Sight  
 so ends this Day  
 Lat 38=46 Long 73=03

June

Thursday the 19<sup>th</sup> all this Day Light wind  
 from S.W. and thick fog weather  
 Steering N.E. by N. so ends this Day  
 Lat 00- Long 00-

June

Friday the 20<sup>th</sup> the first Part of this Day  
 Calm and fog weather the last  
 Part very Light wind from S.W.  
 and pleasant weather so ends this Day  
 Steering N.E. by N.

Lat 40=11 Long 71=57



June Saturday the 21<sup>st</sup> this Day Light Wind from  
 West N.W. and pleasant weather  
 Several Sails in Sight Steering N.E. by N.  
 at 3 Clock P.M. Spoke Fishing Boat  
 so the Cape N.E. for Gai Head  
 at 8 Clock P.M. made the Gai Head Light  
 & went on Seaboard So ends this Day

June Sunday the 22<sup>nd</sup> the first Part of this Day  
 calm so we anchor of Parpauline Cove  
 at 5 Clock A.M. got under way at 10-  
 Clock A.M. anchor at Edgartown  
 So ends this Day and voyage







in H. March at Sea

July 5<sup>th</sup> 1884

Lat 39.13 N. This day begins with calm  
at 10.6 M. and light wind. Middle part the same. Latter  
part moderate breeze from the N. E. steering S. W.

July 7<sup>th</sup> 1884

Lat 37.40 N. This day begins with fresh breeze from the  
Land 10.06 N. W. W. is a heavy cross sea. Repair the ship  
of in order to haul out provisions. Middle part  
the same. Steering S. S. E. Latter part Moderate  
breeze from the N. W. steering S. S. E.

July 10<sup>th</sup> 1884

Lat N. Begins with fine moderate weather.  
Long W. Middle part the same wind S. W. by W.  
sent down & stowed away the Main Top mast  
stay. Sail employed in various ways  
Latter part wind S. W. very light. steering  
S. E. by S.

Sunday July 11<sup>th</sup> 1884

Lat 38.00 N. This day begins with light winds & calms  
Long 67.51 W. Weather great calm. Set up the House on Gallant  
Backstays. Ship heaving a little. Led the net in  
K. over to the S. E. ship by the wind on the starboard  
tack.

Saturday July 12<sup>th</sup> 1884

No Obs. This day begins with cloudy weather  
& wind at the S. E. veering to E. S. E.  
Middle part veering with wind at East  
Brig on both tacks. At about 3.30 P. M. while  
at the wheel. John Baptis refused duty, and  
used threatening language to the Captain.  
Latter part wind veered to the westward  
steering S. E. by E.



Brig E. H. Stevens. of a regular

Sunday July 13<sup>th</sup> 1884

Lat 33.20 N. Fore part of this day begins with moderate  
breeze from the N. W. Steering S. by E.  
Middle part the same. Fine clear weather  
Latter part breeze increased to a fresh breeze  
from the W. S. W.

Monday July 14<sup>th</sup> 1884

Lat 34.14 N. Fore & Middle part strong breeze from the  
Gong 3.44 W. W. S. W. steering S. E. & N. S. E.

Released John Baptist at 8.30 A. M.  
Latter part strong breeze from the W. S. W.  
with cloudy gloomy weather steering S. E. by E.  
Ship making about 600 strokes per day.

Tuesday July 15<sup>th</sup> 1884

Lat 33.20 S. Fresh breeze from the W. S. W. with cloudy  
Gong 6.52 W. weather for the Fore & Middle parts. Steering  
S. E. by E. Employed in various ways.

One sail in sight at sundown on the starboard  
bow. Leak about the same. Latter part moderate  
wind from the same quarter. Steering S. E. by E.

Wednesday July 16<sup>th</sup> 1884

Lat 32.42 N. Fore part of this day begins with calm  
Gong 5.27 W & heavy rain. at sunrise a moderate breeze  
sprung up from S. W. by W. increasing to  
a fresh breeze. Middle part fresh breeze from  
the S. W. Steering S. E. by E. Rice & new  
wheat crops. Latter part strong breeze from  
the S. W. Steering S. E. by E.



W. H. Newcomb Master

Thursday July 17<sup>th</sup> 1884

Lat 31.38 N. Fore part of this day begins with strong breeze  
Long 56.00 W from the S.W. and a heavy sea running.  
Middle part a little more moderate.  
The vessel is still a leaking on the increase  
about 30 strugs per day for the last two days.  
Latter part strong S.W. wind steering  
S.E. by E.

Friday July 18<sup>th</sup> 1884

Lat 31.21 N. Fore part of this day begins with  
Long 55.36 W. Strong S.W. winds. Middle part a little  
more moderate steering E. S. E.  
Shortened sail at sundown and left to the  
wind on the Southern tack. Latter part  
moderate breeze from the S. S. W. and so ends  
the day.

Saturday July 19<sup>th</sup> 1884

Lat 30.43 N. Fore & middle part of this day moderate  
Long 57.27 W breeze from the S. S. W. Brig by the wind  
on the starboard tack. Broke out 1 coil  
of lane warp 1 coil of Spungum 1 coil of  
Seizing stay. On sail in sight on the star-  
board beam. Latter part moderate breeze from  
the southward. Shortened sail at sundown

Sunday July 20<sup>th</sup> 1884

Lat 30.35 N. Fore part of this day begins with light winds  
Long 58.44 W. Brigs on both tacks. Spike in Abbie's  
Chase of New Bedford 26 days out, clear.  
Middle part very light winds from the  
westward. Latter part calm.



## Remarks on board of

Saturday July 21<sup>st</sup> 1884

Lat 5.40.51, Long 50.33.00. I saw + middle part of this day calm  
 employed in setting up the head rigging  
 and repairing the steering gear. Two sails  
 in sight. Latter part calm.

Sunday July 22<sup>nd</sup> 1884

Lat 30.18 N. I saw and middle parts of this day calm  
 Long 50.33 W. employed in various ways. Latter part  
 moderate Breeze from the E. S. E. by  
 the wind under short sails.

Wednesday July 23<sup>rd</sup> 1884

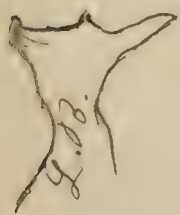
Lat 29.43, Long 50.45. I saw and middle part of this day  
 light Breeze from the E. S. E. I saw the  
 Brig Francis A. Barston of New Bedford  
 Latter part very light Breeze from the S. E.  
 Broke out water

Thursday July 24<sup>th</sup> 1884

Lat 29.43, Long 50.45. I saw and middle part of this day light baffling  
 wind. Brig going around and around the Cape  
 employed in various ways. Latter part very  
 light wind from the S. W.

Friday July 25<sup>th</sup> 1884

Lat 29.50, Long 50.45. I saw part of this day began with moderate  
 breeze from the S. W. Brig on the starboard  
 Tack. At 5.30 A. M. raised white water  
 2 points on the Port bow which proved to  
 be sperm whales. Lowered at 6 A. M.  
 and then Gubound Boat struck at about  
 8 A. M. Boat hit along side and then chased  
 off after the school. gave up the chase at 1 P. M.  
 came aboard and cut in the whale Brig Francis A.  
 Barston chasing with us. got none.  
 Latter part very light wind





B-113. C. H. Adams

Saturday July 26<sup>th</sup> 1884

Lat 32.01 S. Fore part of this day light N.W. wind  
Long 48.45. Raised whales at 5. A.M. lowered at 8  
chased all day with no success. Garbo  
Boat went on and its boat 2 men miss  
the whale. Latter part employed in  
clearing away the head, and so end a  
very poor days work.

Sunday July 27<sup>th</sup> 1884

Lat 30.22 S. Fore part of this day begins with a moderate  
Long 48.15. breeze from the westward. Started the try  
works at 5. A.M. Middle part employed  
in trying off the whale. Latter part calmer  
Employed in boiling finished a. 12. P.M.

Monday July 28<sup>th</sup> 1884

Lat 29.44 S. Fore and Middle part very light wind from the  
Long 49.14. N.W. Employed in various ways. Latter  
part very light N.W. winds

Tuesday July 29<sup>th</sup> 1884

Lat 28.52 S. Fore part of this day light west wind. Saw the  
Long 49.34. Francis A. Bauson chasing whales as we suppose  
did not see the whales. Employed in various  
ways. Stowed down 487 gallons of sperm oil  
Middle part light winds Latter part light winds

Wednesday July 30<sup>th</sup> 1884

Lat 28.00 S. Fore part light N.W. winds. Raised whales at day-  
Long 49.10 light going to windward very quick lowered but  
with no success. came aboard at 7. A.M. Lowered  
again at 10.15. A.M. for whales on the weather  
Beam about 2 miles off still ageing to wind  
ward very quick return at 4. P.M.  
Latter part calmer



# marks on Board of

Thursday July 31<sup>st</sup> 1884

Lat 28.58 N. Fore + middle part of this day calm. Employed  
Long 49.16 W. in various ways. Brought out water  
Latter part calm.

Friday August 1<sup>st</sup> 1884

Lat 28.00. Fore + middle parts of this day light winds  
Long 49.34 from the S. S. E. Brig steering N. W. by S.  
Employed in various ways. Latter part calm.

Saturday August 2<sup>nd</sup> 1884

Lat 29.17 Fore + middle part of this day calm. Employed  
Long 49.24 in various ways. One sail in sight  
Latter part calm.

Sunday August 3<sup>rd</sup> 1884

Lat 29.23 Fore part of this day calm. Middle part light  
Long 49.37 N. N. E. winds steering N. W. by S. One sail in  
sight. Latter part light N. E. winds varied  
with rain squalls. and so ends the day.

Monday August 4<sup>th</sup> 1884

Lat 29.53 N. Fore part of this day light N. E. winds  
Long 50.50 W. Middle part the same. Employed in breaking  
out water. Latter part fresh breeze from the N. E.

Tuesday August 5<sup>th</sup> 1884

Lat 30.26 N. Fore + middle parts of this day fresh breeze  
Long 51.01 from the N. E. Brig on both tacks by the wind.  
Employed in setting up the Port. Main  
Rigging. Latter part strong breeze from  
the N. E. by E.



## Brig C. H. Adams

Wednesday Aug 6<sup>th</sup> 1884

Lat 31.34 N. Fore & middle part of this day strong E. by S. E  
 Long 51.59 W. winds ship on Port tack under short sail  
 Latter part fresh breeze from E. by S.  
 Brig on the southern tack

Thursday Aug 7<sup>th</sup> 1884

Lat 31.34 N. Fore & middle part of this day fresh breeze from  
 Long 51.55 W. the Eastward Brig on the Northern tack  
 Employed in various ways. Nothing in  
 sight Latter part moderate easterly winds

Friday Aug 8<sup>th</sup> 1884

Lat 32.20 N  
 Long 51.58 W Fore & middle parts light wind from the  
 Eastward. Employed in setting up the  
 Port fore rigging, & in making out  
 water. Latter part moderate wind from  
 the Eastward Brig on the port tack.

Saturday Aug 9<sup>th</sup> 1884

Lat 32.43 N Fore & middle parts of this day light wind  
 Long 51.51 W from the Eastward. Saw two harks  
 (whalers) steering to the N. W.  
 Employed in setting up the Starboard  
 Fore & Main rigging. Spoke the Scho  
 Wm A. Grozer of Provincetown. Latter part  
 moderate breeze from the Eastward.

Sunday Aug 10<sup>th</sup> 1884

Lat 33.10 N Fore & middle parts of this day fresh breeze from the E. by S.  
 Long 51.51 W Brig on both tacks. Put letter on board of the Wm  
 A. Grozer. Brig Rosa. Baker in sight. Shortened  
 sail at sundown on the Southern tack. Latter part  
 fresh easterly winds



## Remarks on board

Monday Aug 11<sup>th</sup> 1884

Lat 30.40. Flow & middle parts of this day fresh breeze from the Eastward. Spoke the Brak Trofis Bird of New Bedford 1500 lbs 4 months out. Latter part a little more moderate.

Tuesday Aug 12<sup>th</sup> 1884

Lat 30.38 S. Flow & middle parts of this day moderate breeze from the E. S. E. Ship on both tacks by the wind. Employed in making out. Latter part moderate breeze from the Eastward. and so on the day.

Wednesday Aug 13<sup>th</sup> 1884

Lat 31.34 S. Flow & middle part of this day moderate Easterly winds, brig on the Northern tack. Two sail in sight to windward. Rove of new Fore Topmast & tail & Fly & Lib whips. Broke out 1 box of Sundry. Latter part moderate Easterly winds.

Thursday Aug 14<sup>th</sup> 1884

Lat 31.54 S. Flow & middle parts of this day moderate Easterly winds, brig on the northern tack. Employed in cutting out the skin on the port side foreward trying to get at the leak. found it but cannot fix it at sea. Fitted the Fore Top Sail Lifts. Carpenter below sick for the last two days. Latter part light Easterly winds.



## Brig. C. H. Adams

Friday Aug 15<sup>th</sup> 1884

Lat 32.20 Lat  
Long 52.56 Long. Fore & middle parts of this day light wind and calm from the Eastward rising to southern tier. Employed in various ways. Latter part calm

Saturday Aug 16<sup>th</sup> 1884

Lat 32.26 S. Fore & middle part of this day light. Easterly air and calm. Employed in repairing the fore top Gullard and Main Sails. Latter part calm.

Sunday Aug 17<sup>th</sup> 1884

Lat 32.24 S. Fore & middle parts of this day calm & very light air from the Eastward. with one rain squall weather very hot. The Brig is still a leaking apparently as usual in light weather with strong breezes. Latter part calm

Monday Aug 18<sup>th</sup> 1884

Lat 32.32 S. Fore & middle parts of this day calm not a breath of wind. Employed in setting up the Starboard Fore-top mast rigging and in rattling down the main top-mast rigging. Sent ash for the Garboard Boat. Latter part calm

Tuesday Aug 19<sup>th</sup> 1884

Lat 32.24 S. Fore & middle parts of this day calm. Broke out water sent up the Port Fore-top-mast rigging and finished the main top-mast rigging fitted the Garboard Boat for a Greener gun. Latter part very light Easterly winds rising to Southern tier. and so ends the day



## Remarks on board of

Wednesday Aug 20<sup>th</sup> 1884

Lat 31.42<sup>N</sup> Fore and middle parts of this 24 hour  
 long 13 breeze from the eastward. Brig on the  
 southern tack by the wind. Squally in  
 various ways. Latter part moderate easterly wind  
 And so ends the day

Thursday Aug 21<sup>st</sup> 1884

Lat 30.50<sup>N</sup> Fore part of this day moderate breeze from the  
 Long 31.26<sup>N</sup> E. N. E. by the wind on the southern tack  
 Two sails in sight. Middle part the same  
 Broke out 11 hour + 13 wind. G. 1/2 part  
 moderate easterly winds Ship on the southern  
 tack.

Friday Aug 22<sup>nd</sup> 1884

Lat 30.03<sup>N</sup> Fore part of this day moderate breeze from  
 Long 30.22<sup>N</sup> the E. N. E. Middle part to Brig increased  
 to a fresh breeze. Two sails in sight steering  
 to the southward. Middle part is various ways.  
 G. 1/2 part moderate breeze from the eastward  
 Brig on the Northern tack.

Saturday Aug 23<sup>rd</sup> 1884

Lat 29.50<sup>N</sup> Fore part of this day moderate breeze from  
 the eastward steering to the S. E. Ship  
 on both tacks. Middle part Squally with  
 the wind baffling from E. to S. E. to S. W. with  
 cloudy rainy weather. Latter part moderate  
 easterly wind Brig on the Northern tack  
 And so ends the day



## Brig. E. H. Moore.

Sunday Aug 24<sup>th</sup> 1884

Lat 32.42 N. Fore and middle parts of this day light  
 long 48.46 W. Easterly winds with fine clear weather  
 Brig on the North tack, hauling N. E.  
 Nothing in sight today. Latter part moderate  
 breeze from the C. S. C. S. B is on the North  
 tack. Put one sail at 1.30. A. M. Saw and  
 she was a whaler.

Monday Aug 25<sup>th</sup> 1884

Lat 32.40 N. Fore and middle parts of this day light  
 long 48.00 W. wind with an occasional squall from the  
 C. S. C. Ship by the wind on its starboard  
 tack. Broke out coal and employed in various  
 other ways. Nothing in sight, don't think there  
 ever will be again. Latter part squally with  
 baffling winds general direction East. And so  
 ends the day.

Tuesday Aug 26<sup>th</sup> 1884

Lat 33.34 N. Fore out of this day light Easterly winds Brig  
 long 48.45 W. on both tacks. Middle part baffling Easterly winds  
 with occasional squalls. Employed in various ways.  
 Broke out timber. Brig on the North tack  
 Latter part moderate Easterly wind  
 Brig on the North tack by the wind

Wednesday Friday Aug 27<sup>th</sup> 1884

Lat 34.34 N. Fore and middle parts of this day moderate  
 long 78.48 W. winds baffling from East too South East.  
 Broke out and bent on new Main stay sail  
 and Main stay sail. Latter part moderate  
 breeze from the S. E. And so ends the day.



## Remarks on board.

Thursday Aug 28<sup>th</sup> 1884

Lat 35.47 N. Fore and middle parts of this day moderate  
 wind from S. by S. to S. Brig on the  
 northern tack. Broke out water. hung a new  
 grindstone, and employed in various other ways.  
 Latter part light winds from the S. S. S.  
 Brig heading to the Eastward

Friday Aug 29<sup>th</sup> 1884

Lat 35.44 N. Fore and middle part of this day moderate  
 southerly winds. Ship on the Eastern tack  
 Past ship several heavy tide rips this afternoon  
 Nothing in sight shortened sail at sundown  
 Latter part light southerly winds Brig on the  
 Eastern tack

Saturday Aug 30<sup>th</sup> 1884

No. 1. 12. Fore part of this day light wind from the Southward  
 heading S. S. S. Middle part equally with wind  
 from the same quarter. At 2.45 P.M. raised  
 a large white water on the sea some 2000  
 or it but did not see it again. Past one  
 sail at day light this morning, steering to the N.W.  
 Latter part light southerly winds Brig on  
 the Eastern tack.

Sunday Aug 31<sup>st</sup> 1884

Lat 36.14 N. Fore and middle parts of this day fine clear weather  
 with light wind from South to S. S. W. heading  
 to the S. S. S. One sail in sight on the weather  
 Breeze. Saw a school of porpoises. Latter part  
 light southerly winds Brig on the Eastern tack



## Brig James H. Adams

Monday Sept 1<sup>st</sup> 1884

Lat 30. 20. Fore and middle part of this day light  
 Long 42. 25 W. S. westerly winds Brig on its Starboard tack  
 Broke out Flour, Bread. Coffee. Water and  
 Molasses. Two sails and one Steamer  
 Latter part light S. westerly winds, heading  
 to the S. E.

Tuesday Sept 2<sup>nd</sup> 1884

Lat 35. 27. N. Fore and middle part of this day light  
 Long 41. 21 W. from S. to W. S. w. Brig on the Starboard  
 tack. Employed in various ways. Saw  
 Three Transoms to day. Latter part light  
 winds from W. S. w. Brig by its wind on  
 the Starboard tack.

Wednesday Sept 3<sup>rd</sup> 1884

Lat 33. 28. Fore part of this day light W. S. w. winds  
 Long 40. 44 W. Middle part fine clear weather with light  
 winds from W. S. w. to N. W. Steering E.  
 Employed in setting up the head gear.  
 One Steamer passed at 4 P. M. steering  
 W. N. W. Latter part moderate wind from  
 W. by N. Brig by the wind on the Starboard tack

Thursday Sept 4<sup>th</sup> 1884

Lat 36. 00 N. Fore part of this day moderate westerly wind  
 Long 40. 28 W. Brig by the wind on its port tack under short  
 sail. Middle part moderate wind from the S. W.  
 Steering N. N. E. until 12. A. Clock and then to  
 S. E. until sundown. Employed in various ways  
 Latter part moderate S. W. winds Brig  
 on the Starboard tack under short sail



## Remarks on board

Friday Sept 5<sup>th</sup> 1884

Lat 36.03 N. Fore part this day. moderate S.W. winds  
 being so. Wind to put squally with rain  
 at S.W. Brig steering North and by the  
 wind on both tacks. Employed in  
 out water and in various ways. Saw one  
 Fin Back. Latter part moderate S.W. winds  
 Brig in the Port. Two

Saturday Sept 6<sup>th</sup> 1884

Lat 36.10 N. Fore and middle part of the 24 hours strong  
 S.W. to N.W. winds with occasional heavy squalls  
 Brig under close reef fore top sail and storm stay  
 sails on the Starboard tack. Was in very much  
 better at sundown. Latter part moderate  
 breeze from the N.W. veering to S.W.

Sunday Sept 7<sup>th</sup> 1884

Lat 37.22 N. Fore part of this day fresh breeze from the  
 W.S.W. veering to W.S.W. Brig on the  
 Starboard tack under short sail. Middle  
 part strong breeze from the W.S.W.  
 Steering S.E. part of the afternoon. Latter part  
 the wind increased to a moderate gale Brig on the  
 Starboard tack under storm sail.

Monday Sept 8<sup>th</sup> 1884

Lat 38.02 N. Fore and middle part of this day moderate gale  
 from the W.S.W. for the fore part veering to the  
 Northward in the afternoon. with a sharp sea  
 Brig on both tacks by the wind under storm sail  
 Latter part a little more moderate.



Thurs. 10. H. H. H. H.

Tuesday Sept 10<sup>th</sup> 1884

Lat 33.33 N Fore part of this day moving to breeze from the  
Long 38.21 W Northward with a heavy swell. Middle part moderate  
with wind veering to the N.E. Brig on both tacks  
under all plain sail. Fitted. Fore sheet blocks straps.  
Latter part moderate; with wind veering to the  
North.

Wednesday Sept 11<sup>th</sup> 1884

Lat 33.48 N Fore and middle parts of this day drifting  
Long 38.43 W. winds from N.W. to W. Brig on both tacks  
by the wind. Employed in various ways  
Latter part strong breeze from the westward  
Brig on the fore tack

Thursday Sept 11<sup>th</sup> 1884

Lat 35.24 N Fore part of this day begins with a strong  
Long 38.47 S.W. wind increasing to a moderate gale  
at daylight. Middle part blowing a strong  
gale from the westward veering to the N.W.  
Brig on both tacks under storm sails  
Latter part gale moderating to a fresh breeze  
with a heavy sea running. Brig on the Starboard tack

Friday Sept 12<sup>th</sup> 1884

Lat 36.00 N Fore the Fore and middle parts of this day a fresh  
Long 39.31 W breeze from the N.W.W. Brig under single reef  
top sail on the western tack. Sea much smoother  
at sundown. Latter part light N.W. winds with  
a sharp swell from the north. Brig under short sail



*Memoranda on board of*

Lat 33.49 N Longitude 73.40 W Saturday Sept 13<sup>th</sup> 1884

For most middle part of the day light air and  
from N.W. to South. Brig on the port tack  
to wind. One steamer and one schooner in sight  
Later part light southerly winds

Lat 33.47 N Longitude 73.40 W Sunday Sept 14<sup>th</sup> 1884

For most of this day begins with moderate  
137 southerly wind gradually increasing to a breeze  
The whole part fresh breeze increasing to  
a brisk gale at sun down 13. viz on the starboard  
tack under short reef. Later part blowing a  
heavy gale from the S. S. E. Brig under goose  
wing fore top sail and storm staysails.  
I trip all the boats.

Lat 33.40 N Longitude 74.07 W Monday Sept 15<sup>th</sup> 1884

For most of this day begins with a very heavy gale  
from the S. S. E veering to S. W. with heavy rain  
squalls and a very sharp heavy sea running.  
I took in the gangway board and started the forward  
debits to the larboard and waist boats. Handed the  
fore topmast stay down at one O. Clock A.M.  
Pumping ship every hour all through the night  
The whole part gale moderated to a strong breeze  
veering to the N.W. in the latter part of the afternoon  
Set the fore top sail close reefed and fore sail  
employed in various ways. Later part minor  
still a moderating

Lat 38.20 N Longitude 78.50 W Tuesday Sept 16<sup>th</sup> 1884

This day begins with light wind and calm from  
the Southward. Middle part wind freshened to the  
westward and freshened to a brisk breeze. Later part  
calm.



Brig S. C. H. Coda.

Wednesday Sept 17<sup>th</sup> 1884

Lat 33.02 N Long 39.53 W. Fore part of this day begins with heavy rain. Middle part strong westerly wind 63 rig makes single reef top sail by the wind on the western tack. Latter part moderate wind from the Northward under short sail.

Thursday Sept 18<sup>th</sup> 1884

Lat 30.50 N Long 40.35 W. Fore part of this day begins with fresh breeze from the N. E. 53 rig on the Starboard tack. Middle part fresh breeze from the N. E. sailing to E. Employed in drying the cutting gear and in baling out water ship by its wind under all plain sail. Latter part moderate weather with wind at East. The Brig is still a leaking, we are pumping twice a day still.

Friday Sept 19<sup>th</sup> 1884

Lat 30.40 N Long 39.30 W. Fore & fore and middle part of this fine clear weather with the wind from E. to S. E. 53 rig by the wind on the starboard tack. Employed in making a new gangway board and in various ways. Latter part light winds from the Eastward.

Saturday Sept 20<sup>th</sup> 1884

Lat 37.04 N Long 37.36 W. Fore & fore and middle parts of this day fine clear weather with the wind at S. E. Employed in cleaning the windlass and in various other work. One bark and one steamer in sight. Brig by the wind on both tacks. Latter part calm 53 rig under short sail on the Starboard tack.



# Remarks on board of

Sunday Sept 21<sup>st</sup> 1884

Lat 37.16 N. For the fore and middle parts of this day light  
Long 88.49 W. winds from the S. E. with fine clear weather  
One sail in sight steering to the N. E.  
Pumped ship twice today, a little more than  
than usual to night. Latter part fine  
S. E. with fine clear weather Brig under all sail  
by the wind on the Eastern tack. Clouds over  
the day

Monday Sept 22<sup>nd</sup> 1884

Lat 38.03 N. For the fore and middle parts of this day  
Long 37.30 W. fine clear weather with light S. E. winds steering  
to E. in the afternoon Brig by the wind and steering  
E. by S. under all sail. Two sails in sight. Employed  
in various ways. Latter part light S. S. E. winds

Tuesday Sept 23<sup>rd</sup> 1884

Lat 38.24 N. This day begins with light baffling winds from  
Long 36.33 W. S. S. E. to S. Middle part the same Brig by the  
wind on the Eastern tack. Employed in basting  
ut water. Five sail in sight all steering to the  
N. E. by E. Rove off a new fall for the main-  
stay tackle. Latter part moderate breeze  
from the South, steering E. by S. under all sail

Wednesday Sept 24<sup>th</sup> 1884

Lat 38.02 N. This day begins with a fresh breeze from S.  
Long 34.08 W. increasing to a strong breeze at day light and  
steering to the S. W. At noon the light sail  
and mainsail at S. E. W. set the try sail  
steering E. S. E. Employed in various ways  
Three sail in sight. Latter part fresh breeze from  
the S. W. steering E. S. E.



## Brig, C. H. Adams.

Thursday Sept 25<sup>th</sup> 1884

Lat. 39.12 N. This day begins with fresh nor'easterly winds rain  
 and fog. Middle part wind shifted to the North-east  
 and cleared up. Set the main-sail & fore-top-sail at 7 A.M. At 4.15 P.M. saw land on the  
 weather bow. At sundown the Island of Flores bore E  
 about 10 miles distance. Brig by the wind on, to the S.W.  
 back. The lake in the river is gaining a little.  
 Latter part light North-east wind brig still heading  
 to the Eastward.

Friday Sept 26<sup>th</sup> 1884

Lat 39.08 N. Fore part of this day calm. Middle part the same  
 Lat 31.23 N a heavy swell from the Northward running. Flore  
 still in sight steering N.E. by compass. Latter part  
 calm. Wind calm the day.

Saturday Sept 27<sup>th</sup> 1884

Lat. 39.23 This day begins with a calm. Middle part light  
 Lat 31.83 wind from the S.W. Brig steering E. by S. Luffed  
 to at sundown with the head yards aback off the town  
 of Lagers on the Island of Flores. Latter part  
 moderate wind from the S.W.

Sunday Sept 28<sup>th</sup> 1884

Fore part of this day moderate S.W. winds  
 at day light set in with rain squalls. At 9 A.M.  
 the S.W. wind shifted to the N.E. Toward a boat  
 at 3.45 P.M. off shore a large whale  
 on board at 5 P.M. Sent the Carpenter forward  
 for trying to make trouble for the Captain while  
 ashore at Santa Cruz. Latter part moderate  
 E. N.E. winds. Brig heading to the S.E.



## Remarks on board of

Monday Sept 29<sup>th</sup> 1884

Lat 38.36 S. For the fore and middle parts of this day light winds  
 Long 30.05 W. from the E. N. E. Brig by the wind on the South  
 Eastern tack. Sent in repaired and re-bent the  
 Tib; and scraped down the mast. Latter part calm  
 and light S. W. wind. Steering E. S. E.

Tuesday Sept 30<sup>th</sup> 1884

Lat 38.17 This day begins with light S. W. wind and fine  
 Long 29.18 clear weather at day light saw the Island of Pico  
 2 points on the port bow. Mid. E. part light S. W.  
 winds and calms. At Sundown the Island of Pico  
 bore East; and Fayal E. N. E. by compass about  
 25 miles distance. Latter part calm. Steering S. E.

Wednesday October 1<sup>st</sup> 1884

Lat 38.08 S. For the fore and middle parts of this day fine  
 Long 28.06 W clear weather with very smooth sea and light  
 baffling wind from S. to S. W. Steering S. E.  
 At sundown the East end of Pico bore S. W. E. by C  
 about 12 miles distance. The Island of Terceira  
 and St. George in sight on the Port bow.  
 Broke out water and employed in various ways.  
 Latter part light S. W. winds. Steering S. E.

Thursday Oct 2<sup>nd</sup> 1884

Lat 37.46 S. For the fore and middle parts of this day fine  
 Long 26.51 W. clear weather with light S. W. winds. Brig sailing  
 S. E. Raised the Island of St. Michael 10 points  
 on the Port bow at 9. O'clock A. M. At sun-  
 down the Island bore E. S. E. about 40 miles  
 distance. Two sail in sight. Latter part light  
 Southerly winds and calms. Brig by the wind  
 on the Starboard tack.



## Brig Eunice H. Adams

Friday Oct 3<sup>rd</sup> 1884

For all this day and night wind of light  
 breeze from the S. by E. at 1 mile of 3 inch  
 at sundown Point Delgada bore E. S. E.  
 by compass 15 mile distance. Latter part moderate  
 breeze from the E. by S. Brig on both tacks by  
 the wind

Saturday Oct 4<sup>th</sup> 1884

For all this day begins with moderate breeze from  
 E. by S. Moderate part the same, At 9 O'clock the  
 Pilot from Point Delgada boarded the Brig and  
 we then proceeded to the anchorage, anchored at 9.30  
 A. M. Employed the rest of the day in moving  
 ship and in various ways. Latter part moderate  
 Easterly winds, and so end the day ~~Latter part~~

Sunday Oct 5<sup>th</sup> 1884

For all this 24 hours fine clear weather  
 with wind at N. E. Sent the three  
 men to hospital

Monday Oct 6<sup>th</sup> 1884

All this 24 hours fine weather with a  
 fresh breeze from the Northward. Employed  
 in making out

Tuesday Oct 7<sup>th</sup> 1884

Fine weather with wind at N. E. for all this  
 day. Employed in making the oil and in  
 making out oil



## Remarks on board

Wednesday Oct 8<sup>th</sup> 1884

For the fore and middle parts of this day cloudy weather with a strong N. E. wind. I used 457 lbs of sperm oil. At 7.30 the crew refused to work in heating the ship so that a carpenter from shore could work on the bow of the ship but stated that they were willing to work at ship work. Ordered them to shift a cask of provisions from the Port to the Starboard side so that they refused to do then ordered them to take down the fore top gallant rigging which they also refused to do. Took them ashore to the consul and by his order took them aboard again, at 1 P. M. the Captain came aboard and asked them if they would work they refused to. Put 4 of them in irons. At 3.30 P. M. sent them to jail by order of the Consul their names are Henry Green, John Balisto, Leroy Smiley, John Baptiste, Joseph Davis, Horace Johnson, Harriet Smith & L. Thorne.

John Nash also refused duty but returned to duty. Henry Wiley and Frank Hall were absent with out leave from 5. O. Clock <sup>(A.M.)</sup> until 3. O. Clock P. M. returned to the ship drunk. At 8.30 P. M. put Frank Hall in irons for trying to swim ashore. And so ends the day.

Thursday Oct 9<sup>th</sup> 1884

For part of this day by us with a strong N. E. wind with occasional showers of rain. At some time between the hours of 1. O. Clock A. M. and 5 P. M. Henry Wiley and John Nash swam ashore. At 12. O. Clock noon the Captain came on board and took Frank Hall to Jail. Employed 2 Carpenters all day and one labourer 1/2 day. Latter part fresh Easterly wind and so ends the day.



## Brig Annie H. Adams

Friday Oct 10<sup>th</sup> 1884

For all this 24 hours strong S.E. winds with a chafing sea. Employed in various ways. Two Carpenters, Employed  $\frac{1}{2}$  day and 1 labourer all day.

Saturday Oct 11<sup>th</sup> 1884

For all this 24 hours strong S.E. wind  
The carpenters finished at 2 O'clock P.M.;  
they have found and repaired ~~at~~ one butt  
~~that~~ was started on the port bow and the  
calking in the wood ends on both sides and one  
of the seams on the starboard side.

Employed in getting the  
ship ready to go in to Dry Dock. One labourer employed  
all day Two labourers  $\frac{1}{2}$  of a day. Albert Daniels  
has deserted the ship and so ends the day.

Sunday Oct 12<sup>th</sup> 1884

For all these 24 hours strong E.S.E. winds  
The Cook absent with out leave and so ends the day

Monday Oct 13<sup>th</sup> 1884

All this day strong S.E. winds with rain squalls  
for the fore part. At 9 A.M. Pilot came aboard  
and hauled the Brig into the Dry Dock at 3 P.M.  
The dock was dry enough to examine the vessels bottom,  
found the copper in a very bad condition. Cook deserted

Left the ship in charge of its second mate for the  
night. He left the ship and went ashore to  
the Consul and stated that he wanted to sign a protest  
that the crew had shewn up several days before. He then  
came on board and took some of his things and went  
ashore again and so ends the day. Three labourers  
employed all day.



## Remarks on board of

Tuesday Oct 14<sup>th</sup> 1884

All this day very strong breeze from S. E. by S  
Three laborers employed all day. 8 Carpenters  
employed in stripping and reapplying the reed  
used 47 sheets of copper of the ship. The Second  
mate and Cookman Kane absent without leave  
all day

Wednesday Oct 15<sup>th</sup> 1884

For all this 24 hours strong S. E. winds  
Vibrating the cabin and found the lower  
gungeon very much worn. took it off

Employed in painting ship. 3 Laborers  
and 8 Carpenters employed on the ship.  
The Second mate and Cookman Kane  
have deserted the ship.

Thursday Oct 16<sup>th</sup> 1884

Strong S. E. winds for all this day. Painting  
ship. 3 Laborers and 8 Carpenters employed  
on the ship

Friday Oct 17<sup>th</sup> 1884

Moderate S. E. winds for all this day  
Put on a new gungeon and hung the  
reeds. 3 Laborers and 8 Carpenters employed  
on the ship.

Saturday Oct 18<sup>th</sup> 1884

Fine weather with light S. E. wind all this  
day. 8 Carpenters employed until 11 O. Clock  
A.M. 3 Laborers all day. Hauled the ship  
out of the dry dock at 12 O. Clock. Moved  
the ship moving ship at 3 P.M. Employed  
the rest of the day in various ways.  
Recovered in all 392 sheets of 18 ounce copper



Barry. G. H. Haines.

Sunday Oct 19<sup>th</sup> 1884

Fine all this day fine weather with wind at N.E.

Monday Oct 20<sup>th</sup> 1884

Fine all this day fresh S.W. winds. Employed in getting water in the forenoon and from the water boat in the afternoon. 4 Labours employed all day

Tuesday Oct 21<sup>st</sup> 1884

Strong S.W. winds for all these 24 hours Employed in taking water and in stowing the hold. 4 Labours to day. John Fuller cleared the ship. John Williams joined the ship as Second officer.

Wednesday Oct 22<sup>nd</sup> 1884

All this day moderate west winds employed in getting water and in stowing hold. 4 Labours employed to day. Ship 48 barrels of copper and one barrel

Thursday Oct 23<sup>rd</sup> 1884

Fine all this day strong N.W. wind employed in finishing taking water and stowing hold. 4 Labours employed to day

Friday Oct 24<sup>th</sup> 1884

Fine all this 24 hours strong N.E. wind. Employed in getting ready for sea. 2 Labours employed to day. Received a lot of Potatoes and the vegetables, Beans. Baptiste cleared the ship. Discharged all labours to night



## Remarks on Board

Saturday Oct 25<sup>th</sup> 1884

For all this 24 hours a fresh gale from the N.E. Employed in getting ready for sea.

Sunday Oct 26<sup>th</sup> 1884

For all this 24 hours a fresh gale from the N.E. and so end the day.

Monday Oct 27<sup>th</sup> 1884

For all this day fresh S.E. wind  
The pilot came on board at 10. A. M.  
and proceeded to get the merrings  
Took the boat on board at 4. P. M.  
The tug Boat took us in tow at 5.30  
P. M. and hauled us out and of the Break  
water. we then made sail. Discharged  
the pilot at 6.30. Laying off and on the  
rest of the day. Found three men stowed  
away

Tuesday Oct 28<sup>th</sup> 1884

Light Boffling S.E. winds for all this  
24. hours. Laying off and on until  
9. P. M. Four men from ship  
Henry Cairns. Frank Hall. George  
Donham. and Sweeney Perry rejoined the  
ship. The captain came on board at  
5. P. M. Lathe fast by the wind on both  
tack. Discharged Sam Batiste. John Batiste  
Henrique Pereira. Carol Nicks. Joseph  
Davis and St Thome to day



of Brig. L. H. Wilson

Wednesday Oct 29<sup>th</sup> 1884

For all this 24 hours light wind and calm  
Brig on the S. E. tack. The Island of St. Marys  
is right on the starboard bow

Thursday Oct 30<sup>th</sup> 1884

For all this day light baffling wind  
to Island of St. Marys bearing East 2 miles  
distance at 4 P. M.

Friday 31<sup>st</sup> 1884

For all this 24 hours light baffling wind  
and calm. St Marys bearing N by W.  
10 miles distance

Saturday November 1<sup>st</sup> 1884

Lat 36.00  
Long. 23.14 For the fore and middle parts of this day  
fresh west wind veering to N. by E. with  
strong squalls. Latter part strong N. N. E.  
wind steering S. S. E.

Sunday Nov 2<sup>nd</sup> 1884

Lat 34.25 N  
Long 21.15 W For the fore and middle part of this day  
strong N. N. E. wind steering S. S. E. and South.  
Latter part fresh N. S. E. wind steering  
S. S. W.

Monday Nov 3<sup>rd</sup> 1884

Lat 32.55 N  
Long 21.07 W For the fore and middle parts of this 24 hours  
fresh N. N. E. wind, steering S. S. W. and  
S. by E. Employed in various ways.  
Latter part the same.



The winds are from the N. E.

Tuesday Nov 4<sup>th</sup> 1884

Lat 30.06 N. For all the 24 hours fresh N. N. E. winds.  
Long 21.25 W. Steering S. S. W. Employed in various  
ways. Two sail in sight.

Wednesday Nov 5<sup>th</sup> 1884

Lat 28.43 N. For the fore and middle part of this day  
Long 21.36 W. moderate breeze from the N. E. Brig steering  
S. S. W. One sail in sight on the starboard  
beam. Employed in reefing to Main  
Sail and in various other ways.

Latitude, not moderate N. N. E. winds

Thursday Nov 6<sup>th</sup> 1884

Lat 27.20 N. For the fore and middle part of this day  
Long 21.40 W. light baffling wind from N. N. E. to N. N. W.  
Brig steering S. S. W. Employed in various  
ways. One Steamer in sight to day. One  
Fin. Buck Yacht, not strong N. N. W.  
winds, steering S. S. W.

Friday Nov 7<sup>th</sup> 1884

Lat 25.06 N. This day begins with a strong N. N. W.  
Long 21.49 W. wind increasing to a moderate gale for the  
middle part with a heavy sharp sea.

Later part a little more moderate steering  
S. S. W. under a single reef top sail

Saturday Nov 8<sup>th</sup> 1884

Lat 22.52 N. For the fore part of these 24 hours a strong  
Long 21.47 W. breeze from the N. by W. Middle part fresh  
North West by West wind with a heavy swell.  
steering S. S. W. Yacht port luffed to the  
main under reef top sail. on the rear beam  
tack.



Brig to the ...

Sunday Nov 9<sup>th</sup> 1884

Lat 21.43 N. For the fore part of this day fresh N.W. wind  
 with frequent rain squalls. Brig by  
 the wind on the starboard tack. Middle  
 part fresh N.W. wind steering S.W. by S  
 One steamer in sight steering to the North  
 The Brig is leaking as bad as she was before  
 we went in. Lt. Mitchell. 11 men pumping  
 twice a day about 15 minutes at each  
 spell. Latter part light N.W. wind  
 steering S.W. by S.

Monday Nov 10<sup>th</sup> 1884

Lat 20.22  
 Long 106.22  
 For the fore and middle part of this day light  
 N.W. wind. Employed in breaking out  
 At 4 P.M. saw a large sperm whale  
 on the starboard quarter 2 miles off, lowered  
 2 boats at 4.30 and lowered the third boat at  
 5 P.M. chased till dark with no success.  
 The whale being very singular. Brig steering  
 S.W. by S all this. the fore and middle parts  
 Latter part by the wind under short sail

Tuesday Nov 11<sup>th</sup> 1884

Lat 19.36 N. For the fore part of this day light N.W. wind  
 Brig by the wind under short sail  
 Middle part under all sail steering various  
 courses. Saw Two white whales which proved  
 to be humpbacks. Saw several pieces of squid  
 also. Latter part light Northerly wind  
 Brig on both tacks by the wind.



Whales on board of

Wednesday Nov 12<sup>th</sup> 1894

Lat 19.48 N. This day begins with fine weather with  
 wind at N.W. rising to E. N. E. in the  
 afternoon. Saw a school of sperm whales  
 at daylight lowered three boats. The  
 Starboard went on and struck at about  
 8 A.M. The whale ran quite sharp and  
 the men jumped. Chased until about noon  
 and the Starboard boat went on the boat  
 stern raised the whale. Chased till dark  
 with no success. The whales going to windward  
 returned aboard and took in the light suit  
 Brig by the wind on the Starboard tack  
 Weather fresh by the wind on the Starboard  
 tack

Thursday Nov 13<sup>th</sup> 1894

Lat 18.54 N For the fore and middle parts of this day  
 wind at E. N. E. wind. Brig by the wind  
 on both tacks. Latter part by the wind on  
 the Port tack

Friday Nov 14<sup>th</sup> 1894

Lat 18.04 N For the fore and middle parts of this day  
 wind at E. N. E. winds by the wind on  
 both tacks. Saw a school of sperm whales  
 at 10 A.M. going to windward and  
 lowered 2 boats at 12 noon and chased to windward  
 and returned on board at 4 P.M. No possible  
 chance for a whale. Latter part by the wind  
 on the Port tack



## Brig to H. Adams.

Saturday Nov 15<sup>th</sup> 1884

Lat 20.15-N. For the fore and middle parts of this day  
 Long 21.26 W. moderate East winds by the wind on the  
 Starboard tack. At 6.30 saw a white whale  
 on the Port bow it proved to be sperm whale.  
 Lowered at 9. A. M. The waist boat struck  
 at about 11. A. M. at about 2.30 the Starboard  
 boat took the waist boat line, at about 4. P. M.  
 the line fouled and had to cut line. The waist  
 boat slightly stove. Waist and Starboard boats  
 mast broken. returned on board at sundown.  
 Lost the waist boat line and one shot of the Star-  
 board boats line. The fore part of the main sheet sail  
 employed in braking out tow line and Breef

Sunday Nov 16<sup>th</sup> 1884

Lat 20.09  
 Long 23.30  
 For the fore part of this day light. East winds.  
 Middle part the same Brig sailing on a west course.  
 At 4.45 P. M. saw a large sperm whale  
 on the port Bow. Lowered the Starboard and Star-  
 board Boats; at sundown the Starboard Boat  
 struck. Turned the whale up and got him along  
 side at 8.30 P. M. Employed through the day  
 in fitting the boats. The fore part light East  
 winds. Laying by the whale.

Monday Nov 17<sup>th</sup> 1884

For all this day light Easterly winds. Hooked on  
 to the whale at 6 A. M. Employed the rest of  
 the day in cutting the whale



## Remarks on board of

Tuesday Nov 18<sup>th</sup> 1884

For all this 24 hours light Easterly winds  
 Employed all the forenoon in clearing the  
 carcass from the head chains hooked on to the offunk  
 at 12.30 P.M. finished bailing the case at sundown  
 and started the big mowers. Latter part Employed  
 in bailing the head. Brig laying at anchor in the harbor  
 tack

Wednesday Nov 19<sup>th</sup> 1884

Lat 18.55 S For the fore and middle parts of this day light  
 Long 24.32 W Easterly winds. at 8 A.M. ship and made sail at  
 8 A.M. saw down the cutting gear. Employed  
 in bailing the head. Latter part Employed in  
 bailing

Thursday Nov 20<sup>th</sup> 1884

Lat 18.15 S For all this 24 hours fine weather with light  
 Long 24.15 W Easterly winds Brig on both tacks by the  
 Employed in bailing and clearing down.

Friday Nov 21<sup>st</sup> 1884

Lat 20.00 S For the fore and middle parts of this day  
 Long 24.19 moderate East winds Employed in bailing  
 and steering down. Latter part ship square  
 with heavy rain 2 A.M. bailing.

Saturday Nov 22<sup>nd</sup> 1884

Lat 20.00 S For the fore and middle parts of this day fine  
 Long 24.22 W weather with light Easterly wind. Finished bailing  
 at 3 A.M. Finished ~~to~~ down at 5 P.M.  
 towed down in all 2679 Gallons.  
 Latter part light N.E. wind Brig on both  
 tacks. Employed in bailing put down

2679  
 63/5350  
 2679  
 85



## Brig of H. H. H. H.

Sunday Saturday Nov 23<sup>rd</sup> 1884

Lat 20.06 N. For the fore and middle parts of this day light  
 Long 24.03 W. N. E. wind Brig on both tacks. Saw a white  
 water at 8.45 A.M. did not make it out  
 Employed in clearing up the decks. Sea in part  
 by the wind on both tacks.

Monday Nov 24<sup>th</sup> 1884

Lat 19.50 S. For the fore and middle parts of this day  
 Long 22.45 W. Light N. E. wind. Brig by the wind on both  
 tacks. Employed in various ways. Rove of  
 a new Port main sheet. Latter part light  
 E. N. E. wind's Brig by the wind on the  
 northern tack under all sail

Tuesday Nov 25<sup>th</sup> 1884

Lat 20.21 N. For the fore and middle parts of this day light  
 Long 22.51 W. wind from E. N. E. to N. E. Brig by the  
 wind on its Starboard tack. Three sail in sight  
 to day 5.20 P.M. saw a white water  
 which proved to be sperm whale did not lower  
 no chance at all. Employed in various ways.  
 at in part calm

Wednesday Nov 26<sup>th</sup> 1884

Lat 20.23 N. For the fore and middle parts of this day light  
 Long 23.33 W. Northerly winds. Brig steering various courses  
 Employed in setting up the Starboard main  
 rigging and in breaking out. Latter part calm  
 Brig by the wind under short sail



## Remarks on board of

Thursday Nov 27<sup>th</sup> 1884

Lat 20.18 N. This day begins with moderate wind from  
 Long 22.31 W. to westward. It is a fair fresh wind and  
 Brig steering S. W. Employed in breaking  
 out the fore hold. Spoke the steamer, Elbe  
 at 11.45. A. M. Latter part moderate westward

Friday Nov 28<sup>th</sup> 1884

Lat 20.24 N For the fore and middle part moderate west  
 Long 22.44 W. wind Brig by the wind on both tacks.  
 Employed in various ways. Latter part  
 by the wind on the fore tack.

Saturday Nov 29<sup>th</sup> 1884

Lat 20.33 N For all this 24 hours light N. W. wind by the  
 Long 23.15 W wind on both tacks.

Sunday Nov 30<sup>th</sup> 1884

Lat 20.24 N For all this day light N. W. wind by the  
 Long 23.26 W on the western tack under all sail for the middle  
 part. Short sail for the fore and latter part

Monday December 1<sup>st</sup> 1884

Lat 20.20 N For the fore and middle part light wind from  
 Long 23.48 W to N. E. by the wind on the fore tack.

Latter part by the wind on the Starboard tack. Saw  
 several Schenck forward. Tack Green Breeze in light

Tuesday Dec 2<sup>nd</sup> 1884

Lat 20.22 For the fore and middle part of Tuesday strong E. S. E.  
 Long 23.30 wind with choppy sea. Steering S. W. until  
 1 P. M. then shifted to the wind, at 2.30 saw  
 a school of sperm whales. A large steamer went  
 through the school at 3.30 and galloped then  
 at 4 covered at 5.30 M struck a small whale  
 turned him up and got him a long rib at 5.30  
 Latter part sailing by the whale



## Brig L. H. Adams

Wednesday Dec 3<sup>rd</sup> 1884

Lat 19.55. For the fore and middle parts of this day strong N.W. wind by the wind on both tacks. Employed in cutting the whale and clearing up. Latter part strong East wind by the wind on the port tack

Thursday Dec 4<sup>th</sup> 1884

Lat 20.20. For the fore and middle parts of this day strong E. S. E. wind with a heavy sea running. Started the day work at day light finished hoisting at sundown. Several sail in sight today. Latter part strong East wind by the wind under sheet sail

Friday Dec 5<sup>th</sup> 1884

Lat 20.21. For the fore and middle parts of this day strong East wind by the wind under sheet sail on both tacks. Saw a large number of men steering to the southward. Stowed down 22 gallons of sperm oil this afternoon. Latter part fresh E. S. E. wind Brig by the wind on the Port tack.

Saturday Dec 6<sup>th</sup> 1884

Lat 20.38. For all this 24 hours fresh E. S. E. wind Brig by the wind on both tacks. Sent down the Middle stay sail repaired and about it

Sunday Dec 7<sup>th</sup> 1884

Lat 20.45. For the fore and middle parts of this day fresh E. S. E. wind with a sharp sea running by the wind on both tacks. Latter part by the wind on the port tack.



## Remarks on board of

Monday Dec 8<sup>th</sup> 1884

Lat 22.45 N For the fore and middle part of this day 23.20 m. day fresh. East winds. By the wind on the port tack. Employed in making out provisions. A no large return frost us today. The full part moderate, E. N. E. wind. By the wind on the Starboard tack.

Tuesday Dec 9<sup>th</sup> 1884

Lat 20.27 N For the fore and middle part of this day 23.10 m. moderate. Breeze in wind, by the wind on both tacks. Set up the Starboard main rigging. Main topmast head and back stays. Brought out bread and flour. Saw 3 Black Geese this afternoon. The full part moderate. E. N. E. wind. By the wind on both tacks.

Wednesday Dec 10<sup>th</sup> 1884

Lat 22.34 N For all this 24 hours moderate. East wind. Lat 20.16 m. by the wind on both tacks. Employed in setting up the fore stay and in various other ways.

Thursday Dec 11<sup>th</sup> 1884

Lat 20.04 N For the fore and middle part of this day 23.03 m. moderate. E. N. E. wind by the wind on the fore part under short sail and steering N. by W for the middle part. At 4.45 saw a report on the Port bow did not make them out. The full part by the wind on both tacks.



## Srig O. H. Holmes

Friday Dec 12<sup>th</sup> 1884

Lat 23.36 N For the fore part of this day begins with  
 Long 20.38 W moderate E. N. E. Middle part wind  
 E. by N. with smoky weather

Employed in making out the fore  
 hold. Brig steering various courses and  
 by the wind. Broke out 2 boxes of canned beef.  
 Latter part by the wind on the fore tack

Saturday Dec 13<sup>th</sup> 1884

Lat 20.02 N For the fore and middle part of this day  
 Long 23.25 W fresh trade with very smoky weather

Employed in repairing the main sail  
 Brig by the wind on the southern tack.

Latter part strong E. N. E. wind with  
 rough sea

Sunday Dec 14<sup>th</sup> 1884

Lat 20.24 N For the fore part of this day fresh breeze, wind  
 Long 23.12 W E. N. E. Middle part increased to a  
 strong breeze with very sharp sea running

Brig by the wind on opposite tacks under short  
 sail. At 4.30 P. M. reefed the fore top sail

Latter part fresh gale E. wind from the E. N. E.  
 The Brig is leaking about 900 strokes per day  
 in rugged weather

Monday Dec 15<sup>th</sup> 1884

Lat: 0.30 N For the fore and middle part of this day fresh  
 Long 23.10 W gale from the E. N. E. with heavy sea. Brig  
 on both tacks by the wind under short sail.

Latter part moderating to a strong breeze.



## Remarks on board of

Tuesday Dec 16<sup>th</sup> 1884

No Obs. This day begins with a strong E. N. E. wind moderating to a moderate breeze from East for the middle part of the day with rain for the afternoon. Employed in setting up the fore top mast and topgallant stays. Latter part moderate E. N. E. wind with clear weather.

Wednesday Dec 17<sup>th</sup> 1884

No Obs. For the fore part of this day moderate E. N. E. wind veering to E. by S for the middle part and freshening to a strong breeze at day light with weather cloudy. Employed in setting up fore top mast and top gallant Backstays. Latter part fresh breeze from the E. by S.

Thursday Dec 18<sup>th</sup> 1884

Log 20.01 M  
Log 23.07 M  
For the fore and middle parts of this day fresh E. by S wind with cloudy weather. Being tacking S. W. and N. W. for the middle parts of the day. Set up the fore top gallant rigging. Latter part strong E. S. E. wind with thick cloudy weather. Two steamers in sight today.

Friday Dec 19<sup>th</sup> 1884

No Obs. For all this 24 hours strong E. S. E. wind with gloomy cloudy weather and frequent rain showers. Being by the wind and steering S. W. by W. Saw a Submarine cow and calf.



Saturday Dec 20<sup>th</sup> 1884

Lat 20.20 N This day begins with cloudy weather for the  
 Long 24.38 W fore part. The middle part fresh E. S. E. wind  
 with the weather a little more bright. Steaming  
 N. S. W until noon then hauled up to N. N. W  
 at 1 P. M. saw a white water on the starboard  
 beam proved to be sperm whales, lowered two  
 boats at 1.30 P. M. the Starboard boat went on  
 3 times and did not get fast. Whales went  
 too windward very quick returned on board at 4.  
 P. M. Weather part moderate E. S. E.  
 wind with cloudy weather.

Sunday Dec 21<sup>st</sup> 1884

No Obs

For all this 24 hours dark cloudy  
 weather with wind at E. S. E. and  
 moderate Brig under short sail for the fore  
 part and all plain sail for the middle  
 part shortened sail at sundown.

Monday Dec 22<sup>nd</sup> 1884

Lat 20.04

Long 21.28

W. B.

For the fore and middle part of this day  
 moderate E. S. E. wind with clear fine weather  
 Brig on the fore part by the wind. At daylight  
 saw a large white water 1 Point on the sea  
 at 12.15 P. M. saw a large sperm whale on the  
 sea beam lowered two Boats at 1 P. M. at 2 the  
 west Boat struck turned the whale up at  
 4 P. M. got the whale along side at 5 P. M.  
 got ready for cutting and sent all hands to supper  
 Weather part clearing by the wind  
 E. S. E. Short choppy sea.



## Remarks on Board of

Tuesday Dec 23<sup>rd</sup> 1884

For the fore and middle part moderate  
E. S. E. wind and choppy sea.  
Sailing by the wharve. The fore part  
middle part employed in cutting. At  
8.15. Knocked off and sent all hands to  
supper. For the part moderate

Wednesday Dec 24<sup>th</sup> 1884

For all this 24 hours moderate E. S. E. wind  
knocked on to the wharve at 6. A. M. Employed  
in cutting all the middle part finished  
cutting at 7. P. M. started the dry work  
at 8 P. M. working for the rest of the day

Thursday Dec 25<sup>th</sup> 1884

Lat 20.20 N. For the fore and middle part of this day  
25.15 W. ~~XX~~ moderate E. S. E. wind. Employed  
in working and in various ways. You'll  
see much the same as till sailing.

Friday Dec 26<sup>th</sup> 1884

For all this 24 hours moderate E. S. E.  
wind veering to South. Employed  
in working. Brig by the wind on the  
starboard tack

Saturday Dec 27<sup>th</sup> 1884

For the fore and middle part of this day  
part with wind veering to S. W. with  
rain for the afternoon. Finished working  
at 2.15 P. M. and washed ship. For the  
part by the wind on its Starboard tack



Sunday Dec 22<sup>nd</sup> 1884

Lat 20.32 N. This day begins with a moderate S. S. W. wind  
Long 23.12 W. Brig by the wind on the S. E. tack. For the middle  
part wind at South with occasional rain  
squalls. Employed in stowing down and  
unloading the hold. Consumed about 2400  
gallons of Oil. A little lost by  
the wind on the Starboard tack.

Monday Dec 23<sup>rd</sup> 1884

Lat 20.15 N For the fore and middle parts of this day  
Long 23.12 W. fresh South wind veering to W. S. W.  
Spoke in back Henry Traper of the cutter  
Your cat is 50 lbs of Oil. Brig by the wind  
on the Starboard tack. A little lost by the  
wind on both tacks.

Tuesday Dec 24<sup>th</sup> 1884

Lat 20.02 N. For the fore and middle parts of this day  
Long 23.00 W. moderate breeze from the Northward veering to N. E.  
steering various courses. One steamer in sight  
A little lost by the wind on the Port tack.

Wednesday Dec 31<sup>st</sup> 1884

Lat 18.48 N For the fore part of this day light N. E. wind  
Long 23.28 W. Brig by the wind on the Starboard tack.  
Middle part wind veered to S. E. light, sea  
smooth, weather cloudy steering W. S. W. and  
North. saw three shots of Black Fish  
 Latter part cloudy with wind at S. E.  
N.B. The Log has been kept in civil time up to the  
present date in future will keep it in sea time



## Remarks on board of

Thursday Jan 1<sup>st</sup> 1883

For the middle and latter part of this day  
light winds from N. W. to N. by  
the wind on both tacks. Employed in taking  
out Flour and sugar

Lat 19. 55 N. Long 23. 25 West

Friday Jan 2<sup>nd</sup> 1883

This day begins with fine clear weather  
with wind at North. By the wind  
on the Eastern tack under all sail  
shortened sail at sundown. Middle part  
by the wind on the Port tack. Weather part  
fresh breeze from North veering to N. E. by N  
By the wind on the Starboard tack  
under all plain sail. Employed in refitting  
the cutting pendant.

Lat 20. 10 N. Long 23. 30 W.

Saturday Jan 3<sup>rd</sup> 1883

For the fore part of this day fresh N. E. by N  
wind. By the wind on the starboard tack  
under all plain sail. shortened sail at sundown.  
Middle and latter part by the wind on both  
tacks under short sail. Strong breeze from  
N. E. Employed in refitting the cutting pendant.

Lat 20. 08 N. Long 23. 39 W.

Sunday Jan 4<sup>th</sup> 1883

This day begins with gloomy weather, chop  
sea and strong E. N. E. wind by the wind on  
the Port tack. Sailed ship at sundown. Onward  
in sight on the northern tack. Middle  
and latter strong E. N. E. wind by the wind  
on both tacks.

Lat 18. 55 N. 23. 08 W.



Brig & H. M. S.

Monday Jan 5<sup>th</sup> 1885

For the fore part of this day moderate E. N. & large brig by the wind on the South Eastern tack. One boat in sight - much smoke & fire were ships at sundown. Middle part moderate the same latter part by the wind on the Port tack. wind E. by S.

Lat 19.15. N. Long 23.04. W

Tuesday Jan 6<sup>th</sup> 1885

This day begins with moderate E. by S wind with a sharp sea running at 4.45 raised a white smoke about 1300 on the starboard tack at the line. proved to be sperm whale. Lowered at 5.30 P.M. Starboard boat struck, and was stove waist boat took the line got the whale along side at 9. P.M. and sent all hand to surface. Middle part strong S. E. by E. S. breeze. Latter part strong S. E. by E. Hooked on to the whale at 6.30 A.M. finished cutting at 9. A.M. send down the cutting gear

Lat 18.25 S. Long 23.08. W.

Wednesday Jan 7<sup>th</sup> 1885

For the fore part of this day strong S. E. by E. breeze Brig by the wind on the starboard tack started the day work at 8. P.M. at 4 P.M. raised a school of sperm whales on the sea greater coming to wind very quick lower One boat at 4.10 P.M. returned about at 5.30 P.M. flight in upwind the starboard boat. Middle and latter part moderate E. by S. wind. Finished boiling at 12. M. Finished the Boat Brig by the wind on the starboard tack.

Lat. 19.27. N. Long 23.26 W.



## Remarks on Board of

Thursday Jan 8<sup>th</sup> 1884

This day begins with a moderate East  
 wind Brig by the wind on the Port tack  
 Employed in various ways. At 10 AM. fresh  
 East wind. Lat in front strong E by S  
 breeze and rugged sea. Saw a school of sperm whales  
 lowered two boats waist boat carried away  
 it mast Starboard boat struck a small whale  
 got the whale along side put up the cutting  
 gear and cut in the whale and so ended the day  
 Lat 19.14. N Long 23.22 W

Friday Jan 9<sup>th</sup> 1884

For the fore part of this day strong E by S wind  
 and very rugged sea Employed in stowing  
 down and in sending down the cutting gear  
 clearing up the whale and in various other ways  
 Stowed down 457 Gallons of oil. For the middle  
 and latter parts of this day a moderate  
 gale of wind from E by N. Brig by the  
 wind on the port tack.

Lat 19.45 N Long 23.22 W.

Saturday Jan 10<sup>th</sup> 1884

This day begins with a moderate gale from  
 E by N with very rugged sea close reefed the  
 fore topsail at sundown and was ship. Which  
 put fresh gale from to Eastward Lat in  
 front a little more moderate. Steering S. W.  
 under close reefed topsail the Brig. making a  
 great deal of water. Started the try works  
 at daylight. finished working at 8 PM

Lat 18.32 N Long 23.45-



Bay to H. ...

Sunday Jan 11<sup>th</sup> 1883

This day begins with strong E. by S. breeze  
Breeze rising to S. W. under close reef top sail  
and fore sail finished hoisting at 4.30 P. M.

We made good the same light to the ...  
on the starboard side at 10. P. M. kept away at  
3.20 A. M. steering S. W. the rest of the day  
I moved down the oil. Breeze making water  
at the rate of 600 strokes per day. The good  
weather a little more moderate.

Lat 17.34. N. 24.47. West.

Monday Jan 12<sup>th</sup> 1883

For the fore part of this day fresh E. by S. wind  
sailed the Island of St. Antone at 12.30 P. M.  
at sundown the S. W. end bore S. W. by S. about  
7 miles distance. Middle part by the wind on  
the starboard tack. Latter part steering of for  
the sea end of St. Antone.

Tuesday Jan 13<sup>th</sup> 1883

For the fore part of this day calm. Spoke the  
Scho Hattie C. Smith. Middle and latter  
part strong E. N. E. wind steering S. S. E.  
under single reef top sail. Breeze making about  
5.000 strokes of water per day

Wednesday Jan 14<sup>th</sup> 1883

For the fore part of this day strong E. N. E.  
wind, steering S. S. E. sighted the Island  
Togo at 4. P. M. bearing S. by E. about 20  
miles distance. Middle part by the wind on both  
tacks. Latter part steering S. S. E. Breeze fresh  
from E. N. E.



# Remarks on board of

Schussiey Jan 15<sup>th</sup> 1882

For the fore part of this day strong N.W. breeze steering along the land of the Island of Jago until 2 P.M. Toward anchor and then the starboard boat at 2 P.M. Tying of anchor the rest of the fore part. Boat returned at 6 P.M. Wind light and baffling. Four men from shore came off in the boat. Middle part light winds and eddies, working off the land. Late part moderate S.E. by N. breeze. Brig by the wind on the Port tack under all sail. Leaking about 3000 strokes per day.

Friday Jan 16<sup>th</sup> 1882

For the fore part of this day moderate S.W. wind. Middle and late part fine clear weather with a moderate breeze from S.E. N.E. Brig by the wind on the Port tack. The vessel is still making water freely. Employed in various ways. Saw Black fish this morning. Lat. 12° 43' N Long 22° 30' West.

Saturday Jan 17<sup>th</sup> 1882

This day begins with fine weather and moderate S.W. wind. For the middle and late part light S.W. by E. breeze Brig by the wind on the Port tack. Employed in various ways.

W. Cbs



# Brig to H. M. M.

For the day Jan 18<sup>th</sup> 1885

For the fore part of this day light N.E. by E. wind. Brig under all sail. Middle part light rain and some with rain. Thunder and lightning. Saw a school of black fish at 11 A.M. lowered and gave chase.

No off.

Monday Jan 19<sup>th</sup> 1885

For the fore part of this day light N.E. wind and some with frequent rain showers. At 12.30 struck a black fish at one shock another got lost along side at 2. and cleared away. Starboard and larboard boats got the fish. Middle and the rest light baffling rain from N.W. to S.W. Brig under all sail steering S.E. Employed in clearing up the black fish.

Lat. 10.41 N. Long 18.28 West

Tuesday Jan 20<sup>th</sup> 1885

For the fore part of this day light N.E. wind with fine weather. Saw black fish at 12.2 P.M. Lowered the Larboard and starboard boats got 2 each the waist boat 3. kept them along side at 3 P.M. Middle and the rest much wind from N.E. by S. Employed in clearing away the black fish. Fished the light sail at sunset. Brig by the wind and steering S.S.E.

Lat. 11.0 North. Long 18.30 West

Wednesday Jan 21<sup>st</sup> 1885

For the fore part of this day moderate N.E. by S. wind employed in various ways. Middle under. Larboard and waist part from the Northward turning south for the latter part. Boiled out the black fish in the middle part. The water was a great deal of water.

Lat 9.13 N. Long 17.43 W



*Thurs. Jan 22<sup>nd</sup> 1893*

Thursday Jan 22<sup>nd</sup> 1893

This day begins with a fresh breeze from N. by W.  
Employed in stowing down the black fish oil  
About 8 Barrels. Brig steering S. by E. Some water  
in the vessel to night. Four men  
that came aboard at Fogo signed in agreement  
to ship at the first port, to day. A little  
put by the wind on the Harbour. Light  
not clearing west with a fresh North wind  
Employed in repairing the main sail.  
The brig is taking more and more water  
every day because

Lat 8.33. N. Long 17.36 West.

Friday Jan 23<sup>rd</sup> 1893

For the fore part of this day fresh North  
wind. Brig steering west. A little part  
mooled to, by the wind under short sail. Latter  
part fresh North wind steering W. N. W. under  
all sail. Sent in the cutting stage for repairs

Lat 8.19. N. 19.33. West.

Saturday Jan. 24<sup>th</sup> 1893

This day begins with a fresh breeze from  
North by East Brig steering W. N. W.  
A little and under short sail of this day fresh  
N. by E. steering W. N. W. Sent out the cutting  
stage.

Lat 8.38 N. Long 22.23 W.

Sunday Jan 25<sup>th</sup> 1893

For the fore part of this day fresh N. by E. wind  
steering W. N. W. under all sail. A little and  
latter part fresh N. by E. wind steering  
N. W. by W. 1 Steamer and one Bark  
in sight.

Lat 8.37. N. Long 23.48. W.



Bay of St. Lawrence

Wednesday Jan 26<sup>th</sup> 1853

For the fore part of this day fresh N.E. wind, steering N.W. by N. under sail which and the points made N.W. by N. during N.W. by N.

Lat 9.34. N. Long 27.54 west

Thursday Jan 27<sup>th</sup> 1853

This day began with moderate N.E. by E breeze. The Captain being very sick, the Steamer (Buffon of Liverpool) on board requested him to take the Captain on board and land him at the first port, which was refused to do; returned on board and kept the Brig off on her course N.W. by N. The middle of the day moderate N.E. by N. wind and during N.W. by N.

Lat 10.00. N. Long 30.22 west

Wednesday Jan 28<sup>th</sup> 1853

For the fore part of this day moderate N.E. wind. Employed in clearing the windlass.

Wells and the points made the same during N.W. by N. which all sail

Lat 10.08. N. Long 32.45 west

Thursday Jan 29<sup>th</sup> 1853

For the fore part of this day moderate N.E. by N. wind. During N.W. by N. The ship is still making considerable water for 5 times a day about 15 minutes at each point.

For the middle and latter part N.E. by E. wind. Steering N.W. by N. all sail. Breeze set and kept the same for most stay-sail and water.

Lat 10.38. N. Long 33.11 west



December 20 1891

fore part of this city much at N. by W. &  
 S. by W. - Rich's gun, in the  
 past breeze from N. by E. & may  
 be getting up. Several new sails  
 and masts in mast backstays. Steers  
 N. W. by W. The Captain is still quite sick  
 does not get any better. The Brig is making  
 water quite freely. Pumping every 4 hours.

Lat 11. 33 N. Long 37. 31. west

Saturday Jan 31<sup>st</sup> 1886.

This day begins with variable N. by  
wind. Steering N. W. by W until 4 P.M.  
and then W. by N  $\frac{1}{2}$  N. Night and  
day's run the same. The capture is  
more to day.

Oct 11. 53. W. Young 40. 19. met

Sunday Feb 1<sup>st</sup> 1895

Small 40 24 hours. main. East by  
North. wind steering W. by N  $\frac{1}{2}$  N.  
A slight improvement in the Captain's to  
day

Net 12.03 m. Log 42.39 m.

Monday Feb 2<sup>nd</sup> 1886

This day begins with moderate East wind. For the night continues the fresh moderate E. by N. wind blowing strong N. by N. E. S. under all possible sail. The Captain is about the same.

Lat 12.19 N. Long 44. 46. West



Brig. C. H. Summer.

Tuesday Feb 3<sup>rd</sup> 1885

This day begins with a moderate E. by N. wind and fine clear weather. For the middle and latter parts of this day Fresh E. S. E. wind Brig steering W. by N. 20 N. all sail. The vessel is settling more and more each day. The Captain is much more today.

Lat 12. 38. N. Long 47. 17. West

Wednesday Feb 4<sup>th</sup> 1885

This day begins with moderate E. S. E. wind. Middle and latter parts much the same. Steering W. by N. 20 N. The Captain is a little better today.

Lat 12. 36. N. Long 48. 00. West

Thursday Feb 5<sup>th</sup> 1885

For the first part of this day moderate E. by N. wind. Steering W. 2 N. much all sail.

Middle and latter parts of this day Moderate E. wind Steering W. 2 N. The Brig is still making a good deal of water. The Captain is about the same.

Lat 13. 06. N. Long 52. 14. West

Friday Jan 6<sup>th</sup> 1885

This day begins with light East wind. For the middle and latter parts light East wind. Steering West somewhat.

Lat 13. 08. N. Long 54. 26. West



Saturday Feb 7<sup>th</sup> 1883

This day begins with a light East. steering  
N. by E. For the middle and to the point  
light. East wind. Steering West.

Lat 13.02. N. Long 51.41. W.

Sunday Feb 8<sup>th</sup> 1883

This day begins with light. East wind  
For the middle and to the point  
C. by N. wind. Big steering West.  
The Captains still remains about the same  
Lat 13.00 N. 51.46. West.

Monday Feb 9<sup>th</sup> 1883

For the fore part of this day moderate  
E. N. E. wind. At 12. P. M. sighted the  
Island of Barbados a head. Brought the ship  
and got the anchor off the bow. Stuffed  
the port tack at 6. P. M. The West end  
of the Island bore N. W. at sunset.  
For the middle part fresh E. N. E. wind  
Laying off and on. For the latter part  
it was at various anchorage and came  
an anchor at 9. A. M. and so ends the day

Tuesday Feb 10<sup>th</sup> 1883

For all this 24 hours moderate N. E. wind  
At 3. P. M. the Captain went on shore  
Waved the ship up the bay at daylight

Wednesday Feb 10<sup>th</sup> 1883

For all this 24 hours N. E. winds and  
calm Employed in various ways.



Thursday Feb 12<sup>th</sup> 1883

For all this 24 hours fresh N. E. winds  
Employed in setting up the head gear  
and in various other ways

Friday Feb 13<sup>th</sup> 1883

For all this day fresh E. N. E. wind  
Employed in various ways. One  
of the men refused duty this morning  
but turned too afterwards.

Saturday Feb 14<sup>th</sup> 1883

This day begins with fresh E. by N. wind  
Employed in various ways. The  
Captain is still on shore sick but improving

Sunday Feb 15<sup>th</sup> 1883

For all this 24 hours moderate East  
winds. You're boat employed in taking  
out provisions

Monday Feb 16<sup>th</sup> 1883

This day begins with fresh East wind  
Abide's and latter part moderate E. N. E.  
breeze and so ends the day. George Brown  
examined the ship to day.

Tuesday Feb 17<sup>th</sup> 1883

For all this day fresh N. E. by E. wind  
Employed in fitting the main tops and  
back stays. The Captain is still improving  
Shipped 6 men to day



Wednesday Feb 18<sup>th</sup> 1885  
 For all this day strong East by South  
 winds. Employed in setting up the fore  
 mast rigging and in various other  
 ways.

Thursday Feb 19<sup>th</sup> 1885  
 For the fore part of this day fresh E by S  
 wind. Middle part calm. For the part  
 strong E. N. E. wind. The Captain  
 is ~~about~~ the same. weather better or worse  
 Homer Crew Terry Seavery and Frank  
 Hall deserted today.

Friday Feb 20<sup>th</sup> 1885  
 For all this day moderate East wind  
 Employed in various ways.

Saturday Feb 21<sup>st</sup> 1885  
 For all this day fresh E. N. E. wind.  
 The Brig is making 18 inches of water  
 in 24 hours and has made that amount  
 ever since we came in here.

Sunday Feb 22<sup>nd</sup> 1885  
 For all this 24 hours fresh E by N. wind  
 Horace Johnson deserted today.

Monday Feb 23<sup>rd</sup> 1885  
 For all this day fresh East wind. Employed  
 in various ways. At 6 P. M. the Captain  
 was taken suddenly worse and failed very  
 fast.



Tuesday Feb 24<sup>th</sup> 1884  
 For all this day strong East wind  
 employed in various ways. The Captains  
 is still very low

Wednesday Feb 25<sup>th</sup> 1884  
 For all this day strong East winds  
 The Captains is falling fast.

Thursday Feb 26<sup>th</sup> 1884  
 This day begins with fresh E. N. E. winds  
 Middle part moderate latter part fresh E. by S  
 wind

Friday Feb 27<sup>th</sup> 1884  
 For all this 24 hours fresh breeze from E. N. E.  
 Captains Merchant died at 3.45 P. M.

Saturday Feb 28<sup>th</sup> 1884  
 For all this day fresh E. by S. wind with  
 frequent rain squalls. Buried the Captains  
 at 3 P. M. today and so ended the day

Sunday March 1<sup>st</sup> 1884  
 For all this day moderate E. N. E. wind and  
 fine clear weather.

Monday Tuesday March 2<sup>nd</sup> 1884  
 For all this day strong E. N. E. wind  
 employed in getting ready for sea.  
 Discharged the third mate at day

Tuesday March 3<sup>rd</sup> 1884  
 For all this 24 hours fresh E. N. E. wind  
 employed in various ways.



Wednesday March 4<sup>th</sup> 1885

The fore and middle parts of this day moderate E. N. E. wind. Latter part the same at 7.30 A. M. got under way from Bridgetown in the Island of Barbados and proceeded to sea.

Thursday March 5<sup>th</sup> 1885

This day begins with a moderate E. N. E. wind. Took our departure from the North end of Barbados bearing E. by S. 12 miles distance at 8 P. M. Middle part fresh E. by N. wind with frequent rain squalls. Latter part moderate E. N. E. breeze. Steering North under all plain sail except the main sail

Lat 15.15 N. Long 59.57 W

Friday March 6<sup>th</sup> 1885

This day begins with fresh E. by N. breeze with clear weather. Race of new fly fit sheets and fore top sail reefed. The fore and main sails fresh E. N. E. <sup>wind</sup> veering to East with frequent rain squalls. Steering North for all this, 24 hours.

Lat 17.15 N. Long 60.12 W

Saturday March 7<sup>th</sup> 1885

This day begins with fresh Easterly wind and frequent rain squalls and cloudy weather. Steering N. N. W. The fore and main sails fresh E. N. E. <sup>wind</sup> veering to East with frequent rain squalls. Steering N. N. W. Compliment in bracing out. The Brig is leaking about 15 inches pumping every 4 hours in good weather.

Lat 19.29 N. Long 61.23 W



Thursday March 8<sup>th</sup> 1885  
 This day begins with moderate breeze  
 from East. Employed in cleaning ship  
 For the night the wind moderates and  
 by 5. The vessel is ordered to S. E. by  
 Steady N. W. by N for the fore part and  
 N. W. for the remainder of the day

Lat 20.43 N. Long 62.37 W

Monday March 9<sup>th</sup> 1885  
 This day begins with fine clear weather  
 and wind at S. E. and moderate. For the  
 middle and latter parts the same. Steady  
 N. W. The leak is about the same as  
 former day four times in good weather  
 Lat 22:15 N Long 64:37 West

Tuesday March 10<sup>th</sup> 1885  
 This day begins with fine clear weather  
 and wind at S. E. and moderate  
 For the middle part the wind veered to the  
 N. N. W. Later part veered to N. N. E  
 with cloudy weather. Brig by the wind  
 on both tacks. The leak is about the same  
 No Obs

Wednesday March 11<sup>th</sup> 1885  
 This day begins with cloudy weather and  
 wind at N. E. by N. and a heavy swell  
 heaving in from the Northwest. Brig by the  
 wind on the Starboard tack. One sail  
 is set. For the middle and latter  
 parts moderate N. E. wind. By the wind  
 on the Starboard tack. Two sails is set.  
 Employed in scraping down the spar

Lat 24.00 N. Long 66.36 W



Thursday March 12<sup>th</sup> 1883-

This day begins with a moderate breeze from N.E. increasing to a strong breeze at sundown. Look in the Main sail fly die and some other stay sail more in account of the leak than the wind. The Brig making no use of forely sail in the fore is in a strong breeze. Middle part a little more moderate. In the fore part moderate breeze from N.E. by N. march all night at daylight steering by the wind on the starboard tack and so ends the day.

Lat 25.00 N. Long 67.35 West

Friday March 13<sup>th</sup> 1883

In the fore part of this day moderate N.E. wind as from our weather and smooth sea. Middle and latter part much the same.

Lat 26.25 N. Long 68.17 W

Saturday March 14<sup>th</sup> 1883

This day begins with fine weather and wind at N.E. varying to S. by E. Saw a flock of war at practice. The leak is about the same. Employed in cleaning the tools.

Middle and latter parts baffling wind from all points of the compass.

Lat 28.07 N. Long 68.47 West

This day begins with baffling wind from N. to N.W. Brig by the wind on the weather tack. Middle and latter parts light winds and calm by the wind on both tacks. The Brig is leaking 8,000 strokes in the last 24 hours.

Lat 28.45 N. Long 68.11 West

Sunday

March 15<sup>th</sup>

1883



Monday March 16<sup>th</sup> 1885

This day begins with a calm. At 10 P.M. a light wind from the S.W. springing up and increased to a fresh breeze for the latter part of the night. Employed in various ways. Steering N.N.W.

Lat 36.07. N. Long 64.00 W.

Tuesday March 17<sup>th</sup> 1885

This day begins with a fresh S.W. wind veering to the N.W. at 4 P.M. and dying out to a light wind with a drizzly rain. For the middle part moderate West wind with rain. Steering N.N.W. For the latter part the wind veered to the N.N.E. in a squall and blew a fresh gale for the rest of the day. Hoove, & on the starboard tack under a close reef. From top sail.

Lat 31.00. N. Long 67.22 W.

Wednesday March 18<sup>th</sup> 1885

This day begins with a fresh gale from the N.N.E. moderating to a light breeze at sunrise and veering to the North. Brig by the wind the starboard tack. Middle part is at

Latter part commences with a light S.W. wind increasing to a fresh breeze. Brig steering N.N.W. under all sail.

Lat 31.23. N. Long 70.22 W.



Thursday March 19<sup>th</sup> 1885

This day begins with a fresh S.W. wind increasing to a brisk gale at sundown. She reefed the fore top sail. Main stay sail and try sail. furlled the fore sail and luffed too on the Starboard tack at 8 P.M.

For the middle part the wind shifted to the N.W. at 9 P.M. and blew furiously until 2 A.M. and then it commenced to moderate.

Stove the waist Boat lost one Gunter bask and Coal Tub and had to stave the Bulwarks too. let the water of deck.

For the latter part a fresh gale from N.W. moderating a noon. The moon was at the dumps 2 hours out of way 4 through the night.

Lat 31.38. N. Long 70.47. W

Friday March 20<sup>th</sup> 1885

This day begins with a fresh breeze from the N.W. veering to the S.W. and she and keep away on her course under all fore sail. For the middle part commences with a

strong S.W. wind increasing to a gale at 8 P.M. have to on the Starboard tack under storm stay sails and goose wing foretop sail. Gutter but still blowing heavy. Pass the Fly Fish Dumper stay. The Brig making water forey N. Obs.

Saturday March 21<sup>st</sup> 1885

This day begins with a gale of wind from the N.W. veering to N.W. still blowing very hard. Let her to N.W. 1 point moderate to a light breeze from the N.W. Latter part calm.

Lat 30.50. N. Long 70.13 W.



Monday March 22<sup>nd</sup> 1895

This day begins with a calm a heavy swell running from the N.W. Employed in breaking out provisions and in repairing damage. One of the lower Dead Eye straps in the main chases parted. The middle part began with a light S.E. wind veering to South and backing up. Later part increased to a moderate gale with Steering N.N.W.

Lat 32.24 N. Long 71.14. west

Monday March 23<sup>rd</sup> 1895

This day begins with a fresh gale from the S.S.W. Running under a reef top sail and Fort-Sail Steering N. by W. The middle part moderating to a calm in the main. Later part commences with a light West wind increasing to a moderate gale. Passed two Barks today. The ship making plenty of water.

Lat 33.53 N. Long 71.14. west.

Tuesday March 24<sup>th</sup> 1895

This day begins with a fair breeze from the N.W. increasing to a strong gale at sundown. We stop and hoist the starboard tack in the afternoon. Middle part steering very hard from the N.N.W. with a sharp heavy sea running moderately at daylight. Later part moderating to a calm. The ship is making about 9,000 strokes in 24 hours.

Lat 33.40 N. Long 71.44 west



Wednesday March 23<sup>rd</sup> 1885  
 This day begins with a calm. Employed  
 in fitting a Fly Lib Pump for steam.

Middle part light baffling westerly wind.  
 Latter part moderate N.W. wind. At  
 4. P. M. split the Lib badly and it is  
 for repairs. Two sail in sight to day.

Steering by the wind on the Northern tack  
 Lat 34.25 N. Long 71.53 West

Thursday March 26<sup>th</sup> 1885  
 This day begins with a light baffling westerly  
 wind. By the wind on the Port tack.  
 Finished the Lib and refit it. For the  
 middle and latter parts of this day light  
 baffling winds from all points of the compass  
 With cloudy weather a frequent rain squall.

Notes

Friday March 27<sup>th</sup> 1885  
 This day begins with a moderate S.W.  
 wind steering to S.W. Steering N.W. by N.  
 under all sail. For the middle and latter  
 parts baffling wind from S.W. to N.W.  
 Steering N.W. by N. and by the wind  
 sent in the beating stage.

Lat 35.33 N. Long 72.33 W.

Saturday March 28<sup>th</sup> 1885  
 This day begins with a moderate S.W.  
 wind steering to S.W. For the middle  
 and latter parts Baffling wind from S.W.  
 to North making a wide course. Stepped  
 boats and stowed the gear away.

Lat 38.00 N. Long 72.30 West



Sunday, March 29<sup>th</sup> 1875

This day begins with moderate North wind and a light fog. The wind cleared out to a calm and breezed up from the E. N. E. a heavy swell running from the S. S. E. For the middle part it breezed on to a moderate gale increased to a brisk gale in the middle of the night. Bore too at daylight. Latter part still blowing hard. Soundings and bottom in 45 fathoms were ship, and bore to heading to the Eastward and steering to North with frequent hail squalls.  
No Ob.

Monday March 30<sup>th</sup> 1875

This day begins with a Brisk gale from the N. N. W. bore too on the Port tack. Middle part moderating and steering to the N. E. Latter part moderate E. S. E. breeze. Steering N. N. E. under all sail. The brig is making plenty of water more and more every hard breeze.  
Lat 39. 42. N Long 73.00 West

Tuesday March 31<sup>st</sup> 1875

This day begins with a fresh S. E. wind. Steering N. E. by N. under all sail. Numerous squalls to day. For the middle part steering S. S. E. wind. For the latter part the wind veered to South. At 8. A. M. sighted the land about 15 miles to the westward of Montague Point hauled up to E. N. E. at Noon Montague bore North.



Wednesday (Chart 1<sup>st</sup> 1886)

This day begins with a brisk S.W. wind. Steaming C. M. E. at sundown  
 expect to the mine in the Port Jack  
 and layed at anchor. Day I laid having  
 C. S. E. by compass about 6 miles. Laying  
 for the middle part laying of anchor in the  
 Cove + Pige Light Ship. Took the  
 pilot at 5. A. M. and came to the anchorage  
 at 10. A. M. And so ends the voyage





























































































































































































































































The Eager Boys Club.





























## The American Boy's Club

Organized August 4<sup>th</sup> 1899.

Its color is Black

Its members are

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Rules.

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Edgartown, Mass.

Nukes County.

Aug. 6. 1906

There personally appeared before me, G. B. Carter, master of the Schooner "Noramtega," of Bangor who on oath deposes and says that the said vessel sailed from Philadelphia, Pa., on the second day of August current, bound to Edgartown and Boston with a cargo of 508 tons Cast Iron Pipe, 153 tons of which was consigned to L. E. Hawes of Edgartown and the remainder to Boston. The voyage proceeded well and without incident up to the 5th inst. when a heavy sea from the south was encountered, causing vessel to roll and labor heavily and shift cargo and in anticipation of damage to said cargo thereby the said G. B. Carter hereby notes this as his protest to be extended at some future time if necessary.

G. B. Carter

Master of Noramtega

Before me

Hattie S. Osborn

Notary Public.





St. John Lumber Co.

Edgartown, Dukes County, Mass.  
Sept. 8, 1901.

Then personally appeared before me J. Amos Pinkham Master of E. Edith McIntyre, of Boothbay, Me., who on oath deposes and says that <sup>on Sept. 4, current</sup> the said vessel sailed from South Amboy, N.J., bound to East Boothbay, Maine with 216 tons Coal consigned to Mrs C. E. Vermonth. That the said vessel was well equipped in sails hull & rigging & all other ways and that the voyage proceeded well and without incident up to 11 o'clock on the night of the 7th. inst when proceeding through Vineyard Sound wind South West and fresh but weather misty mistook the flash lighted whall buoy or Hedge Fence Shoal for Cape Poge Light and the vessel struck bottom and remained ashore about 1 mile west of Cape Poge light on the inside of the Cape.

At 1.15 o'clock A.M. of the 8th. inst. vessel ashore, wind shifted to N. N. E. and blew fresh causing vessel to roll and pound, vessel leaking slightly. Came to Edgartown to procure assistance;

And the said J. Amos Pinkham, Master, hereby notes this as his protest to be extended at some future time if necessary avowing and protesting that the said damage whether the same be more or less was caused by no fault of the said vessel her taken apprehensions or apparel <sup>or</sup> of himself. but arose from the dangers of the sea alone.

Before me

W. E. Gibson

Notary Public.

Master  
Ochoona Edith McIntyre





Edgartown, Dukes County, Mass  
 Apr. 10/1906

Then personally appeared J. Q. Webster, Master of Schooner  
 "Mayaet M. Ford of Boston, said vessel now lying at the  
 wharf in this port who on oath depored and said as follows,

That the said schooner sailed from Burlington, N. J. on  
 the 1st day of Sept. Current, at 8 P.M. on the ~~same~~  
 loaded with 379 tons Cast iron pipe  
~~said~~ bound for the Port of Edgartown, Mass. and 220 tons for the Port of  
~~with a portion of the Boston Mass.~~

On the same day at 8 P.M. the wind came N.E. and <sup>blew</sup> ~~blow~~ed freely  
 with a rough sea; Took in all light sails. Weather continued  
 rough and blowy with heavy sea so that on the 5th inst  
 at 12 M. was obliged to keep off for Delaware Breakwater,  
 vessel rolling heavily and continually shipping seas until  
 toward midnight weather moderated and we hauled up  
 again by the wind, but vessel still rolling heavily.

Thereafter to port, <sup>moderate</sup> weather prevailed with variable winds,  
 Now therefore in anticipation of Damage to the cargo  
 of said vessel by reason of said heavy weather  
 referred to the said J. Q. Webster, Master, hereby notes this  
 to be his protest. protesting and averring that the  
 said vessel was well manned, and fitted in all her  
 tackle and apparel, and whether the damage be more  
 or less; it was the result of the usual danger of the sea  
 and was in no way the fault of himself or the said schooner,





Extension of Protest.

Edgartown, Mass.

Dukes County, Sept. 10/06

They personally appeared the aforesaid Amos Pinkham Master of Schooner Edith McIntyre, to extend his protest made the 8th day of Sept. current, <sup>reserving the right to further extend</sup> and the said Pinkham further deposes and says on oath, that on reaching ~~the~~ Edgartown in his boat from the schooner aforesaid ashore at Cape Poge he secured the services of John R. Forman of said Edgartown to float the vessel, and on the said 8th day of Sept. a wicking anchor and hawser was put on board and carried out ahead of the vessel and at high water about 3 o'clock in the afternoon, sail was made in the vessel and the hawser was hove taut and the vessel's head swung around off shore but these efforts failed to float ~~the~~ <sup>the</sup> vessel entirely as her stern grounded hard.

About 25 tons coal was taken <sup>of the after hatch</sup> on a lighter, (~~of the~~ <sup>after hatch</sup>) on the 9th, and at about 4 P.M. with sails on the vessel she was hove off and floated and proceeded to Edgartown, to reload the coal lightered.

This was done and the cost of floating the said vessel was ~~\$455.35~~ <sup>\$455.35</sup> and ~~Charters expenses and other charges, telegraphs & telephones was 2.69~~ <sup>& in consequence of said leak</sup> and crew <sup>deeming it for the safety of vessel & cargo for the further prosecution of the voyage</sup> being exhausted was obliged to ship 2 men for the run to Boothbay, at an additional cost of \$30. each

and the wages of the crew.

vessel  
leaking about  
1000 strokes  
in 24 hours



this protest if found necessary ;











for Oil stored down on the Voyage

July 28<sup>th</sup> 225 Body

232 #

457

Aug 20<sup>th</sup> 213 #

200

192

192

494

Aug 21<sup>st</sup> 113

113

189

194

192

192

513

Nov 22<sup>nd</sup> 171

280

107

192 #

219 #

459

Dec 5<sup>th</sup> 212

Dec 27 308 #

113

268

266

283

193

1, 2 #

7, 7 #

267

282

111

1270

Jan 9<sup>th</sup> 242 #

115

400

457



Oil Shipped on the voyage  
Wednesday Oct 8<sup>th</sup> 1884 <sup>9<sup>th</sup></sup> 232 #  
225 B.

List of Provisions for 1884

June The 6<sup>th</sup> opening Cash Bread  
 June The 10<sup>th</sup> one Cash Beef 4-12 64

Flour	Bread	Beef	Pork
July 9 <sup>th</sup> 4 1/2	July 1 <sup>st</sup> Mass. sh	July 9 <sup>th</sup> 2 1/2	July 9 <sup>th</sup> Mass
" 19 <sup>th</sup> "	" 28 <sup>th</sup> "	" 28 <sup>th</sup> "	Aug 3 <sup>rd</sup> "
" 31 <sup>st</sup> "	Aug 5 <sup>th</sup> "	Aug 14 <sup>th</sup> 4 1/2 Bls	Sept 20 <sup>th</sup> "
Aug 12 <sup>th</sup> "	" 12 <sup>th</sup> "	Sept 1 <sup>st</sup> "	Nov 10 <sup>th</sup> "
" 21 <sup>st</sup> "	" 21 <sup>st</sup> / Cash 213 Gls	Sept 20 <sup>th</sup> "	
September 1 <sup>st</sup> 4 1/2 Bls	Sept 1 <sup>st</sup> "	Oct 30 4 1/2	
" 10 <sup>th</sup> "	" 10 <sup>th</sup> "	Nov 15 <sup>th</sup> "	
" 20 <sup>th</sup> "	" 20 <sup>th</sup> "	" 27 <sup>th</sup> 4 1/2 Bls	
" 30 <sup>th</sup> "	Nov 10 <sup>th</sup> / Cash 218 Gls	Dec 8 <sup>th</sup> "	
Oct 22 <sup>nd</sup> "	" 25 <sup>th</sup> "		
Nov 10 <sup>th</sup> "	Dec 9 <sup>th</sup> "		
" 26 <sup>th</sup> 4 1/2 Bls	" 22 <sup>nd</sup> "		
Dec 4 <sup>th</sup> "			
" 22 <sup>nd</sup> "			

List of Provisions for 1885

Jan 13 <sup>th</sup>	Jan 21 <sup>st</sup>	March 2 <sup>nd</sup>	March 7 <sup>th</sup>
Jan 13 <sup>th</sup> 214 Gls	Jan 21 <sup>st</sup> 4 1/2	March 2 <sup>nd</sup> 3 3/4	March 7 <sup>th</sup> 4 1/2
" 21 <sup>st</sup> "	" 16 <sup>th</sup> "	" 26 <sup>th</sup> "	" 21 <sup>st</sup> "
" 28 <sup>th</sup> "			
Feb 16 <sup>th</sup> "			
March 7 <sup>th</sup> "			
" 21 <sup>st</sup> 4 Bls			

Sugar	Madagascar	Borneo	Alcatraz	Ort
July 7 <sup>th</sup>	July 7 <sup>th</sup>	July 7 <sup>th</sup>	July 7 <sup>th</sup>	July 16 <sup>th</sup>
" 31 "	" 31 "	Sept 5 "		Aug 23 "
Aug 23 "	Aug 13 "	Oct 22 <sup>nd</sup>		September 10 <sup>th</sup>
Sept 17	Sept 7 <sup>th</sup>	Dec 12 <sup>th</sup>		" 20 <sup>th</sup>
Oct 22 <sup>nd</sup>	Oct 28 <sup>th</sup>			" 30 <sup>th</sup>
Dec 1 <sup>st</sup>	Dec 18 <sup>th</sup>			Oct 25 <sup>th</sup>
Jan 27 <sup>th</sup> 1874				Nov 9 <sup>th</sup>
Feb 27 "				Dec 1 <sup>st</sup>
March 1 <sup>st</sup>				" 22 <sup>nd</sup>

List of Prisoners for 1873

Jan 12 <sup>th</sup>	Jan 13 <sup>th</sup>
" 28	March 22 <sup>nd</sup>
March 7 <sup>th</sup>	



Coffee  
 July 14<sup>th</sup>  
 Sept 1<sup>st</sup>  
 Oct 22<sup>nd</sup>  
 Dec 7<sup>th</sup>  
 Nov 1<sup>st</sup>

Tea  
 July 23<sup>rd</sup> 1871  
 Dec 12<sup>th</sup> "

Butter  
 July 18<sup>th</sup> 1 Keg  
 Aug 5<sup>th</sup> "  
 " 26<sup>th</sup> "  
 Sept 2<sup>nd</sup> "  
 Nov 3<sup>rd</sup> "  
 Dec 9<sup>th</sup> "  
 Jan 21<sup>st</sup> 1872 1 Keg  
 March 16<sup>th</sup> " "

Dried Apples  
 134 Gls. each  
 Aug 13<sup>th</sup>  
 Feb 10<sup>th</sup>

Rice Aug 13<sup>th</sup>  
 " Oct 22<sup>nd</sup>  
 Jan 13<sup>th</sup> 1875

Wheat Oct 1<sup>st</sup> 1874  
 Ground Coffee  
 Jan 13<sup>th</sup> 1 Bop  
 March 7<sup>th</sup> "

